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WHAT'S
COOKIN'
THIS MONTH
IN PMY.

CONTENTS

49 Palladium



Special Section

49 THE PMY 100

This year we're highlighting the newest additions to the list. Get all the details behind even the most secret launches.

TEXT BY ALYSSA HAAK

70 TRUTH IN ADVERTISING

A week-long megayacht adventure in the Bahamas' Exuma chain of

islands proves that marketing doesn't always oversell reality.

TEXT BY ALYSSA HAAK

PHOTOS BY JIM RAYCROFT

78 NOW HIRING

Pairing the right crew with a yacht means mixing one part psychology and one part matchmaking.

TEXT BY ALYSSA HAAK

ILLUSTRATIONS BY STEVE ADAMS

Boat Test Section

82 EXCLUSIVE: LIKE A ROCKET

The sleek Pershing 108 exceeds the expectations set by her predecessors.

TEXT BY ALAN HARPER

88 EXCLUSIVE: TICKET TO PARADISE

We tested the Apremare 64 in her natural habitat—the waters of Bimini.

TEXT BY KEVIN KOENIG PHOTOS BY JIM RAYCROFT



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CONTENTS

AUGUST 2011
VOL. 27, NO. 8



36 GEAR

Departments

14 LEADLINE

The Skipper may be gone, but he's not forgotten.

TEXT BY CAPT. RICHARD THIEL

16 MAIL

Responding to Afterword, the BP oil spill, and other letters.

18 NEWS

The NFL's lifesaving lineman; and PMY Tries: stormproof matches.

TEXT BY BRAD DUNN AND KEVIN KOENIG

22 BOATS

Sessa Fly 45, Bering Yachts B50, Nautica RIB Express 42, Riviera 53 Flybridge, and

Blue Planet 32; plus how keeping secrets keeps clients.

TEXT BY KEVIN KOENIG AND ALYSSA HAAK

32 YARD

Your yacht can stay cool and quiet as the summer heats up, plus Professor Diesel.

TEXT BY ERIC COLBY

36 GEAR

How to relax in megayacht style; Touch-screen technology, plus new electronics.

TEXT BY ALYSSA HAAK AND TIM BARTLETT

168 AFTERWORD

Bertram's 50th anniversary party was right as rain.

TEXT BY CAPT. BILL PIKE

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REBORN: REFIT AND REPLANTED



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Alldays 39

Arriving Summer 2011

Bellagio 26



Bellagio 36



NUVOLARI  LENARD



Colombo Series

26

Bellagio

32

Romance

36

Bellagio

39

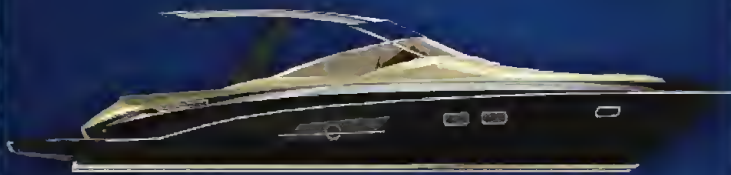
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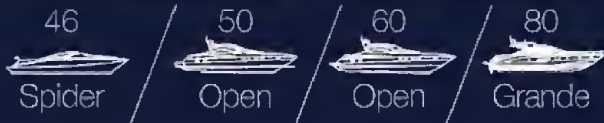


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LEADLINE

REMEMBERING TV'S BEST-LOVED BOATER.

The Good Captain

I love **Australia's Sanctuary Cove Boat Show**. It's small and, for a boat show, intimate, but it has its **drawbacks**—namely jet lag.

If you travel out of JFK, it'll be 25 hours before you step onto the tarmac of Gold Coast Airport. Such a long trek impels you to stay a while, if only to recover. I remained seven days, which firmly implanted the 14-hour time difference in my brain. It took a week to dissipate.

After five sleepless nights following my return in May, I finally resorted to a pharmaceutical solution. Being no pharmacologist, I cannot explain how the pill I took works but I can tell that before it puts you out, it sometimes trips you out.

And tripping was what I was doing in my living room in the wee hours as I read the headline in *The New York Times*: "Former TV Skipper Pleads Guilty in Fatal Crash." Now for someone of my generation there is only one TV skipper: Capt. Jonas Grumby. If that name fails to ring a bell, it's probably because he was rarely called anything but "Skipper" by his "little buddy" Gilligan, who lent his last name (apparently he had no first) to the island on which they and five others resided from 1964 (black and white) to 1967 (color).

Grumby was played by Alan Hale, Jr., (above) who could have taught Santa Claus how to be jolly. I know this because I met Hale when I was a student in Los Angeles. Not only was he uncommonly good-humored, he was really a boater—though not a captain—and a U.S. Navy veteran from World War II. He also owned a lobster restaurant and, as I recall, a 40-foot powerboat.

So as I sat there in a drug-induced haze, I wondered how jolly Alan Hale could have killed someone. Had he actually been one of those Hollywood weirdos like the guy from *Hogan's Heroes*?

Just then my wife strolled in, took one look at my dilated eyes, and asked, "Whatever are you reading?" When I told her the sad story of Hale/Grumby's demise, she said, "Hale died 20 years ago. Come to bed." Only the next morning, sobered up, did I realize that the TV captain in question had been from a recent show about Alaskan crabbers.

Grumby had been iconic in my youth—maybe even the reason I got involved with boats. It was good to know that the jolly old Skipper hadn't murdered anyone. PMY



Capt. Richard Thiel
Editor-in-Chief

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QUESTIONS
COMMENTS
LETTERS
EDITS

MAIL

HAVE A COMMENT OR SUGGESTION? WE'D LOVE TO HEAR FROM YOU.

Little Boats, Big-Time Experience

I really enjoyed the May Afterword article "To Heck With Hubris" [by Bill Pike]. Although the primary message wasn't entirely about junior sailing or dinghy sailing,

the giants in the last 50 years of boating all came out of dinghy sailing—Richard Bertram (he was ICYRA president in the '30s; I held the same position in 1992), Ray Hunt, and Jack Hargrave all grew up sailing.

They learned how to feel how a hard chine dug into windward would drive the boat downwind, where the true pivot points are in their vessels, how a little pump and ouch—not a violent one but a gentle one—at the correct spot on a wave would give the boat a little extra boost. All these things are real hard to develop "a seat of the pants" feel for—unless you spent a good amount of time in small boats.

In my past life, I was the sailing director for Annapolis Yacht Club and I have always felt the youth boating (yacht club or community) gets very little notice in the mainstream boat press, and it was nice to see a bird's eye image of what I looked at behind me for eight-plus years, so thanks.

ROBERT S. SHAPIRO
VIA E-MAIL

TWO SIDES TO EVERY STORY

We are snowbirds and stay at Gulf Shores, Alabama, in a condo. This year we looked for damage to the beaches from the oil spill and after many walks found one "tar ball" about the size of a quarter. The beaches have been cleaned and appear to be in great shape. As far as BP claims are concerned, I think they



have every right and an obligation to examine every claim. While there, we heard of a waitress in a diner receiving over \$24,000 for lost tips. We talked with a homeowner from Foley that put in a claim for \$32,000 because he thought the value of his home had been hurt by the spill. He was not going to sell, but his neighbor sold and did not get what they thought it was worth. The city of Fairhope, Alabama, received millions to replace an aging metal breakwall even though they are on Mobile Bay and had no damage from the spill. They thought the tourism volume was down. The condo where we stay had more "snowbirds" in it than the previous year, and the restaurant volume that we observed did not appear to be less than other years.

The winter season is always much slower than prime time. We don't dispute that some have been severely hurt by the spill and its publicity, but there are also many waiting to feed at the trough. Charter fishing boat captains and hotels are saying, "Come down, the cleanup has been successful." The mayors of Gulf Shores and Orange Beach are on TV complaining about the damage they are still correcting and the losses they are still experiencing.

I enjoyed the stories you wrote, but I think both sides of this issue should have been explored more.

PAUL MILLER
VIA E-MAIL

Kevin Koenig responds:

Thanks for the note, Paul. It's obviously a tough situation for everyone involved with the spill, even now. I'm not sure which side of the story you thought was given short shrift though, as I noted that "[Kenneth Feinberg's] job seems Sisyphean. There's a vast amount of information to sift through, and discerning between fraudulent claims and the truly needy presents a very real hurdle to the process... there is no fast way to dole out payments... and there may be no better way than the system that's already in place." The BP spill story is a sprawling one that could easily fill a book. I only had so much space!

VINDICATION!

Hey Bill, as I was reading this July's PMY, I happened across your "You Gotta Be Kiddin'" article, which was a response to my letter. What a great response! I guess I am an all-things-nautical kind of guy, and it is great fun to actually contribute something that a seasoned writer finds story-worthy.

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THIS MONTH'S WINNER:
PAUL MILLER

Boaters Online

The Forbes family put its famous yacht *Highlander* up for sale earlier this year. It hadn't sold at presstime, but you can take a virtual tour of the green-hulled 151-footer at ForbesHighlander.com



In-Print | Online

In next month's issue, we look at the ins and outs of passagemaking: We address everything from choosing a boat to prepping your crew to outfitting your ride for a safe and comfortable voyage. Check out www.pmymag.com to read the editors' blogs—see how we're enjoying summer on the water and finding the stories that interest you. Looking to buy a boat? Our boat-test archives are ready for your perusal, any time. Like us on Facebook and follow us on Twitter to get up-to-the-minute updates and share your own summer fun.

CORRECTION:

In the June issue Boats column, we incorrectly stated the contact number for Prestige Yachts. The correct number to call is (410) 280-2775.

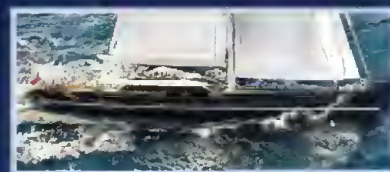


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NEWS

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Lifesaving Lineman

TEXT BY BRAD DUNN

Pro football player Ted Larsen may be trained to protect his quarterback on the field but it was his boating savvy that helped save the lives of three teenagers on the water.

The Tampa Bay Buccaneers center was on his 30-footer earlier this year near Honeymoon Island off Tampa, Florida. "My girlfriend and I were out there fishing and we heard something on the radio," Larsen told reporters.

Larsen said the USCG broadcast asked mariners to assist a trio of kayakers in distress. He noted the GPS coordinates. "It was about a half-mile away, so we went," he said.

When he arrived, he spotted two teenagers in the dangerously choppy water, each clinging to a single kayak. A third teen was in distress in another kayak. None were

“We were in the right place at the right time ... it was getting pretty hairy out there.”

wearing PFDs. Larsen motored up carefully and pulled the three teens and their kayaks out of the water.

A lifelong boater and Florida native, Larsen said the incident shows how boaters need to be aware of the weather and know that sea conditions can turn on you suddenly.

"We were in the right place at the right time... it was getting pretty hairy out there," he said. "It could have been a big deal. You always read about overturned kayaks. It was good to help them. They were pretty happy to get back to dry land."

Although Larsen's rescue was trumpeted the next day in newspapers, he downplayed his status as hero, saying any boater in his position would have done the same thing. In fact, the Buccaneer said he was already anticipating getting teased by his teammates when the preseason begins. "I can only imagine what this is going to get me when we get back," he said.

Larsen said the adventure actually added some adrenaline to an otherwise slow fishing excursion. "It was a little exciting," he said. "You know, it gave us something to do since the fishing wasn't that great." PMY



■ Jack Leek, Ocean Yachts Founder, Dies at 81

John E. Leek, Jr. (in dark jacket at right), a marine-industry veteran whose family has been building boats for more than two centuries, passed away in May at his home outside Egg Harbor, New Jersey. He was 81. The grandson of renowned 19th-century boatbuilder C.P. Leek, at 27, Jack Leek assumed leadership of the family's Pacemaker Boat Co. in 1957. After the sale of Pacemaker, Leek founded Ocean Yachts in 1977 and built it into one of the nation's leading builders of sportfishermen from 40 to 73 feet. Leek retired in 1993, but his son, John Leek III, is the current company president while his grandson, John Leek IV, is Ocean's general manager. Jack Leek, who served during the Korean War in the U.S. Army, was an avid outdoorsman and enjoyed duck hunting and sportfishing. He is survived by his wife of 59 years, Beatrice, and two sons and four grandchildren.

■ Marquis Yachts Expands in China

Marquis Yachts says it has new distribution partnerships in China through its Shanghai office. The Wisconsin boatbuilder, which

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Hitting golf balls off the back of your cruiser just got a lot more eco-friendly. A University of Maine professor has invented a biodegradable ball made of ground-up lobster shells.



→ QUIZ

This year, which state became the first ever to ban the use of copper in bottom paint?

What state passed a 0.65% luxury tax on boats costing more than \$100,000?

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NEWS

TEXT BY KEVIN KOENIG

Do You Believe in Magic?

I've seen fire and I've seen rain, but I never thought I'd see matches quite like these storm-proof ones from UCO.



I've been feeling kind of jaded these days. When I saw Blake Griffin jump over a car in the NBA Slam Dunk contest I was unimpressed. I've seen better on YouTube. And when I recently saw an ostensibly homeless fisherman freak out and start winging fishing weights at a sailboater that passed too close to his lines, I yawned. I used to live in the East Village. You see wilder stuff there on Tuesday mornings. So I wasn't expecting to be too wowed when I tested UCO's stormproof matches.

The matches were built to ignite and stay lit in the harshest weather conditions. But since the last month has been downright heavenly in New York City, I resorted to creating my own conditions. But first, I wanted to test the match flame's longevity. The accompanying booklet somewhat breathlessly stated the match stayed lit for 15 seconds! Is that good? I had no idea. So I tested it against a normal wooden match. Sure enough, when I struck the stormproof match, it burned bright and strong for exactly 15 seconds. But when I lit the regular match it burned for 22.9 seconds. "Odd that they'd be advertising that," I thought to myself.

Next I lit the matches at five paces from an industrial-strength fan. The regular match flared and immediately died out. But the stormproof match burned bright and hard for 15 seconds. "Hmmpf," I grunted.

Next, I wanted to test the company's waterproof claim, so I ran both types of matches under a tap and then tried to light them. Unsurprisingly, I had no luck with the normal match,

but the stormproof one lit right up. And burned for another 15 seconds. I was beginning to sense a pattern.

For the coup de grâce, I wanted to try something drastic. So I filled a pot with water, struck the stormproof match, and—mid-flame—submerged it in the pot. The water sizzled, tiny bubbles leapt to the surface, and the flame looked to have gone out. But then I pulled my hand out of the water, and *foof* the match reignited. I felt like a wizard. I mean really, that's the kind of stuff they would have burned you at the stake for during the Reformation. And if they used UCO's stormproof matches, they'd have had no trouble lighting the tinder, too—rain or shine. **PMY**

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builds both Marquis and Carver, also has agreements with independent dealerships in Hong Kong, Hainan, Xiamen, and Shenzhen.

"We are thrilled with the business partners that we have established this year in China," said Marquis president Robert VanGrunsven.

"This is a rapidly maturing market that appreciates ultra-premium products. We are committed to continuing our aggressive product-development schedule to further advance our progress in China and the Asian yacht markets."



■ **Vicem Teams with Fraser Yachts on Vulcan Megayacht**
Turkish boatbuilder Vicem Yachts has signed an agreement with U.S. brokerage house Fraser Yachts for the sale of its newest Vulcan megayacht. The Vulcan 46, a 151-footer with three decks and six staterooms, will reportedly top 25 knots with twin 3,650-hp MTUs with a range of 4,000 NM. At presstime the first hull was under construction at Vicem's boatyard in Antalya, Turkey. "Partnering with Fraser Yachts is further confirmation of Vicem Yachts' pursuit of excellence and its ability to meet the demanding operational and product standards of partners like Fraser," said Vicem chairman and founder Sebahattin Hafizoglu.

AGENDA



Answers

August 12-14

The Maine Boat Show in Rockland, Maine.
(800) 565-4951.
www.maineboats.com

August 19-21

The Carolina Fall Boat Show in Raleigh, North Carolina.
(336) 855-0208.
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August 25-28

The In-Water Boat Show in Michigan City, Indiana.
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Sessa Fly 45

Sessa Marine's Cristian Grande-designed Fly 45, which

will splash September at the Cannes Boat Show, promises to optimize space onboard as few yachts of her size currently do. The boat's namesake flying bridge should be able to accommodate as many as ten people (not including the helmsman) who will most likely congregate around the aft dining table and corner settee. Another settee forward and to port offers even more seating. Furthermore, a large sunpad on the foredeck and a flying-bridge-shaded cockpit mean that the 45 will have plenty of room to host parties of significantly more than the ten guests mingling above on the upper deck. Such a spatial configuration should play a large part in attracting a new breed of clientele, one Sessa says is "trend[ing] towards increasingly hybrid

products—as in automobiles, fashion, and architecture—in which beauty and comfort meet... [and who is] not exclusively Mediterranean but oriented toward new horizons, from the Caribbean to the Middle East." Wherever an owner decides to cruise, the 45 will be able to do it in relative peace and quiet. The relaxing atmosphere will be due largely to a partnership between Sessa Marine's technical office and the Department of Mechanical Engineering at Brescia University, which focused on making the boat as quiet and vibration-free as possible.

A key design characteristic of the 45 is that the galley is on the main deck, which makes room for three (count 'em) cabins down below—a feat Sessa claims will be a first for a boat of this class and size.

The company also maintains that despite this boat's generous entertainment space, she will still be able to perform on the water with the agility

Specifications

LOA:	46'9"
BEAM:	14'4"
DRAFT:	n/a
STD. POWER:	2/870-hp Volvo IPS600s
SPEED:	n/a
PRICE:	Upon Request

of an open yacht. This expected nimbleness is thanks in large part to the Volvo Penta IPS pod drives—a power choice that provides the dual benefits of both enhancing the boat's athleticism as well as allowing space for all those cabins on the accommodations deck. With this 45, it seems Sessa Marine is on a mission to prove that big things really can come in (relatively) small packages. PMY

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New Navetta 26 Crescendo

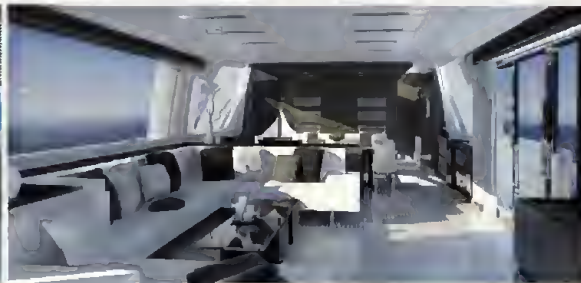
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BOATS

EXCLUSIVE

Bering Yachts B50

The Bering Sea, that harsh and notoriously unforgiving stretch

of ocean that separates North America from Asia, may very well have met its match in the ruggedly built, steel-hull B50 from Bering Yachts. The B50 was conceived as the ultimate midrange passagemaker and so is equipped with many useful weapons to help her wage war against the worst Poseidon can muster. The aforementioned steel hull provides uncompromised strength, durability, and fire-resistance and, according to the builder, imbues this boat with a low center of gravity that you'll be thankful for when plowing through rough waters. Bering says that the B50 will boast the heaviest displacement in her class and, with a range of 3,000 NM, be fully



transoceanic-capable. She will also be available with either single or twin diesel engines or one of several efficient diesel-electric ReGenNautic hybrid configurations.

But this hard-core cruiser is soft on the inside. Bering knows that even the most hale-and-hardy adventurer likes to pamper himself from time to time, and the company says it takes extra steps to ensure that each owner gets the boat he

or she wants, with interiors and layouts tailored to meet their specific needs and desires. So even if you're a modern-day Magellan, it's nice to know that you'll travel in comfort wherever the B50 may take you. PMY

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Rendering Courtesy of Bering Yachts

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BOATS

Riviera 53 Enclosed Flybridge

In May at the Sanctuary Cove International Boat Show in

Australia, Riviera splashed its 53 Enclosed Flybridge, a boat that, judging by early customer response, is already a star. As of presstime, the Australian builder had received 12 orders for the model, due in no small part to its layout, which features an aft galley, full-beam amidships master, a large cockpit, and saloon, and a huge climate-controlled flying bridge. (An open-bridge version is also available.) Another reason for her sales success is performance. *PMY* recently measured a top speed of just under 34 mph with excellent helm response. Part of that performance is due to triple 435-hp Volvo Penta IPS600s and a relatively modest displacement of 49,600 pounds. The 53 should serve as a step up for owners of the popular 47-foot model who



Specifications

LOA:	59'8"
BEAM:	16'10"
DRAFT:	4'10"
STD. POWER:	3/435-hp Volvo IPS600s
SPEED:	34 mph
PRICE:	\$1,855,840

need more room. Owners should also be drawn to the boat's exterior, which has clean, crisp lines. All told, it looks like the 53 will keep this down-under company on top for a long while. *PMY*

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Photo Courtesy of Riviera Yachts

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Blue Planet 32

By now it's no secret—fossil fuels are a finite resource, and

someday (possibly soon) the leisure marine industry may need to look to alternative energy sources to power its boats through the waves. At the forefront of that movement is Blue Planet Catamarans of Beaufort, North Carolina. The company's 32-footer is making waves with its battery-powered, emissions-free, twin Torqeedo Cruise 2.0R electric outboards. (A hybrid version is also available.) Says Blue Planet owner and designer Gene Carletta, "The Blue Planet 32 is designed as an emissions-free, 'home away from home' for weekend getaways on the water and longer journeys to destinations as much as 100 miles away."

The boat's exceptionally quiet powerplants move her efficient semidisplacement hull through the water with minimal environmental



Specifications

LOA:	32'0"
BEAM:	16'0"
DRAFT:	14'0"
STD. POWER:	2/2.0R Torqeedo electric outboards
SPEED:	20 mph
PRICE:	\$199,000 (all electric)

impact, and the cat's 16-foot beam creates a main deck that's an optimal place to enjoy that environment. Down below there's room to sleep six in the boat's hulls, so taking the whole family out for an extended cruise will be no problem. And you can feed them with the day's catch after cooking it in the galley, which comes with a sink and 6'1" headroom throughout. Not bad trappings for what may be a totally guilt-free cruiser. **PMY**

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Photo Courtesy of Blue Planet

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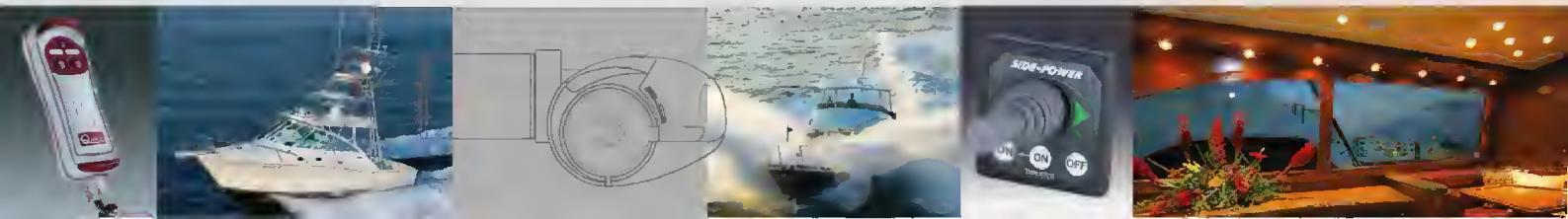
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BOATS

EXCLUSIVE

Nautica RIB
Express 42**Nautica RIB is upping the ante
for rigid inflatable tenders with**

its 42-foot Express model. She will be the largest in her line for the company, which makes Express models as compact as 16 feet. The boat, for which Nautica has already received six orders, promises to be a well-outfitted sidekick for any megayacht as it's totally bespoke itself. (As Nautica realizes that not all megayachts are large enough to keep the 42 onboard, it has planned for special features that make the boat eminently towable.) Some of the noteworthy add-ons included on a recent delivery—a tender for a 150-foot Med-based megayacht—are reinforced tow eyes and a floating tow line. The 42 can be configured with outboards or diesel inboards, as well as an electric

**Specifications**

LOA:	42'0"
BEAM:	11'2"
DRAFT:	2'6"
STD. POWER:	Various
SPEED:	n/a
PRICE:	\$230,320

bow thruster, various awnings to protect passengers from the sun's rays, and even a sunpad for those who don't mind them. Also, swim platforms and side doors for easy boarding come standard. With room enough for 22 people and the option to increase stowage capacity, the 42 looks to be a practical choice for an owner who needs to move a large number of people and a substantial amount of gear between the dock and the yacht. PMY

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Photo Courtesy of Nautica RIB

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BOATS

TEXT BY ALYSSA HAAK



JUST DELIVERED

136 FEET



Horizon Angara

✚ Taiwan-based shipbuilder Horizon has just delivered its fifth yacht longer than 40 meters (131 feet). The 136-foot *Angara* left the shipyard in mid-May to meet her new owners in Europe. She was on display at the Monaco Rendezvous in mid-June. Her neutral-colored interiors include white sofas and chairs in the main saloon and skylounge and light-colored wood walls throughout designed to complement, not compete, with the beautiful scenery that will be visible through her large windows no matter where she cruises.

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Kept Secrets
Keep Clients

Megayacht builders are often

tasked with contradictory goals: build hard-to-miss yachts and not acknowledge that these large yachts exist. Often times those objectives are easily accomplished by simply ignoring the elephant in the shed. Sylke auf dem Graben, who does PR for Lürssen, says, "At a certain moment you cannot hide a yacht anymore. At the latest, when the yacht is launched but till then, we try not to talk about it." But some shipyards have gone to extremes to protect their clients and projects.

Of course once a yacht is in the water, it

becomes difficult to deny its presence. German builder Blohm & Voss maintains the mystery a bit longer. It builds large tents (above) around the yachts to both protect the construction site and block any prying eyes.

The Italian yard CRN is currently working on a project that it would not allow me to see when I toured the yard. That's because included in the client's contract is a clause stating that the yacht's layout will never be duplicated, thus ensuring the project (and the owner) will never be revealed to anyone the owner has not approved.

Then there's the 2008 launch of the 238-foot *Predator* by Feadship/De Vries. Feadship is notoriously tight lipped regarding projects and owners, but it took that to the extreme

with *Predator*. To trick photographers, the yard built a faux bow to disguise the axe bow.

Here in the United States, Trinity received a bid package 18 years ago for a nearly 300-foot yacht, one of many the client sent to yards around the world, each with a hand-calligraphied cover letter on parchment. To test the yards' discretion, the owner used a different name on each bid package so he'd know which shipyard had leaked his information.

Keeping owners' secrets may seem like a relatively lighthearted cloak-and-dagger game, but the owners and yards both take it very seriously. And they usually succeed, which is why the next big project could be right under our noses. PMY

Top photo by Peter Seyffert; Right photo courtesy of Horizon Yachts

From the Forum:

"Four years from blackastra's first post, was wondering the [state of the charter market] in the current credit crunch." —Flagship

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HOW TO
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YARD

DOMETIC SMARTSTART
TIP OF THE MONTH
PROFESSOR DIESEL

INTERESTED IN SLEEPING SOUNDLY? POWER UP YOUR AIR CONDITIONER WITH YOUR INVERTER.

TEXT BY ERIC COLBY

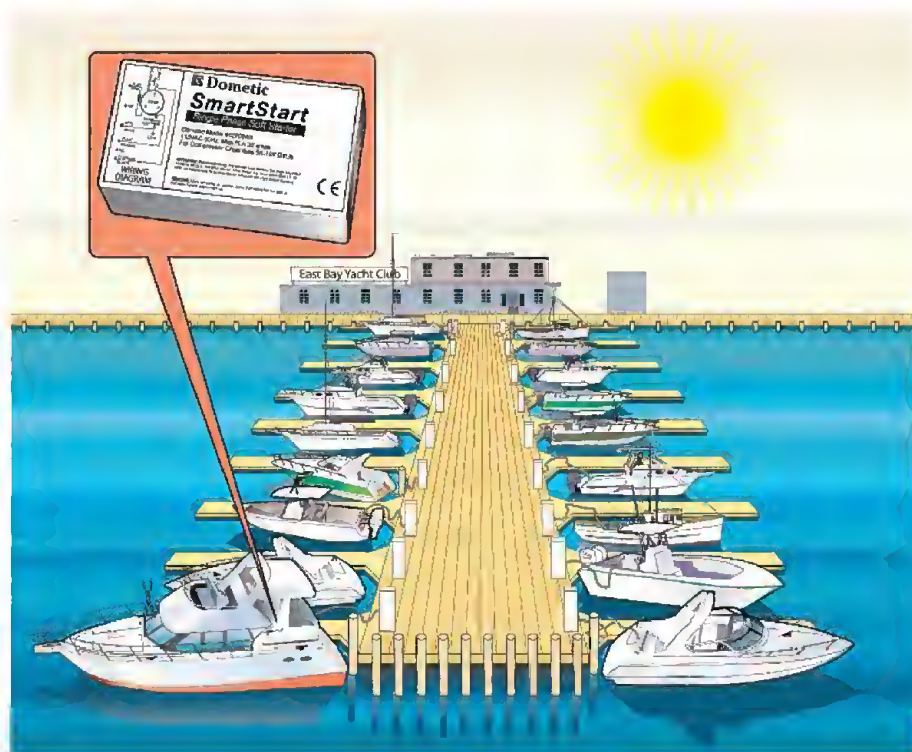
Smart Idea

The owner of a Bertram 700 wanted to relax while at anchor in cool, quiet comfort. The cool part was easily covered thanks to a Marine Air chiller system comprised of four modular units. The challenge

was the quiet part. Having the boat's generator kick on to start the compressors wasn't exactly silent.

Dometic Marine's SmartStart was the answer. The device uses "soft start" technology to reduce the power surge required to start an air conditioning compressor. Engineers from Dometic and Bertram first wired the master stateroom's chiller unit into an inverter, a device that makes much less noise than a genset. Then, since the inverter couldn't handle the compressor's start-up amperage draw, they installed a SmartStart (\$450 retail plus an hour of labor) and reduced the initial draw enough so the inverter could both power up and run the chiller, as well as a few other small appliances.

"Air conditioning is one of a boat's largest loads, and the size of the generator is greatly influenced by the size of the air conditioning," says



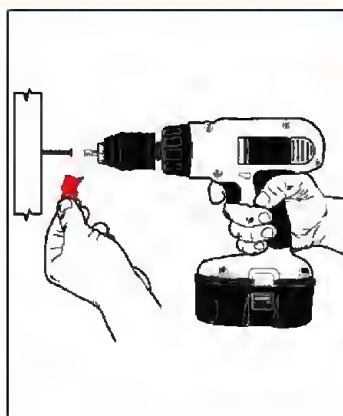
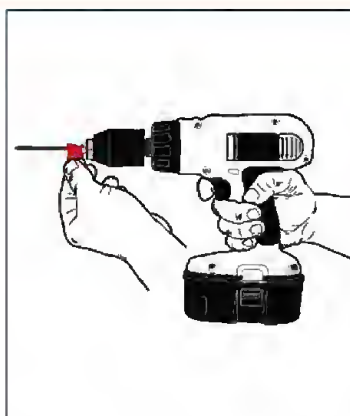
Matteo Giovanetti, director of technology at Dometic. "Using SmartStart often permits using a smaller generator, a move that cuts a boat's fuel consumption and therefore her impact on the environment."

To limit the inrush of current needed to crank a large compressor, SmartStart uses dynamic feedback control, a technology that produces a comparatively slow sequential start-up. According to Dometic, this reduces surge up to 65 percent. Once a compressor

GARMIN'S TIP OF THE MONTH

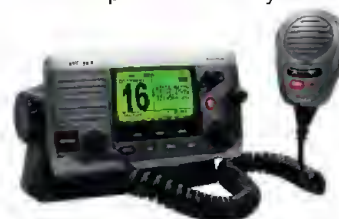
RODGER SWINK, HOUSTON, TEXAS

When working in tight spaces with a cordless drill and stainless steel fasteners, here's a helpful trick. If you can't hold the fastener with one hand and the drill with the other, use masking tape to secure the fastener's head to the driver bit so you can proceed single-handedly. Pull the tape off before sinking the fastener all the way. It'll save you from having to remove bits of tape afterward.



Contest Guidelines

For your chance to win a **Garmin VHF 100** fixed-mount radio, send your best maintenance tip to **Capt. Bill Pike** at bill.pike@pmymag.com. One winner will be drawn from all entries each month. No purchase necessary.



Garmin VHF 100

Illustrations by Steve Karp

Yachts for the new frontier [4]




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YARD

is running, of course, its amperage draw drops significantly.

Beyond quieting down things, SmartStart can help with overstressed shorepower cords or poor dock wiring. Say it's August, and you're docked at the end of a long dock at a Miami marina. It's a full house, and every boat has air conditioning going. Unless you've got SmartStart, it's likely that by the time the power reaches your boat, there won't be enough current to start your compressor.

Overloading your boat's power source with genset surge won't necessarily cause major damage, by the way, but it's not something we recommend either.

In a worst-case scenario, however, an overload may cause a temporary shutdown of everything aboard, a development you'll hear about if your kids are watching their favorite movie or your wife is blow-drying her hair. A shutdown can also cause onboard computers and navigation systems to run slowly at best or reboot at worst. And on big charter boats it may cause guests to become disgruntled, questioning why they are pay-

ing big money to sit on a 100-footer in the dark.

The Bertram 700's owner got it right. Whether you want to extend the surge capacity of a generator or inverter to produce a quieter onboard ambiance or save fuel costs and energy by not having to upgrade to a

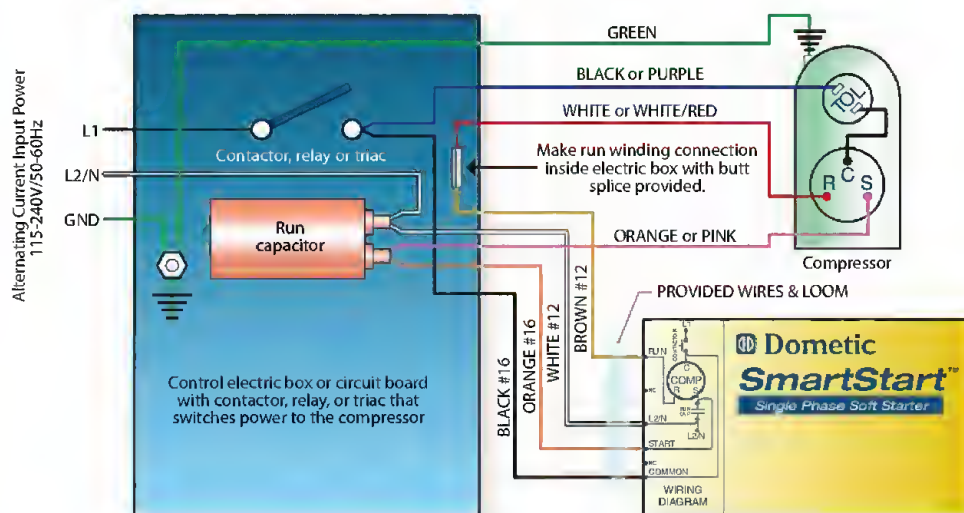
bigger generator, using SmartStart is—well, a really smart idea. PMY

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SmartStart Wiring Diagram



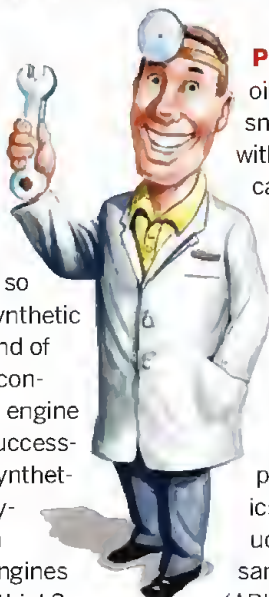
When wired in-line between an air-conditioning system and an A.C. power source, SmartStart reduces the energy required to start the compressor.

Q&A

PROFESSOR DIESEL

Q: I own a 1996 43-foot Hatteras with twin six-cylinder Detroit Diesel engines. I change the oil approximately every 100 hours of operation. At this point, I have 1,200 hours on each diesel and so far have only used non-synthetic oil. Is a synthetic or a blend of synthetic and regular oil contraindicated for this aged engine for any reason? People successfully use blends and/or synthetics in their cars. But everyone steers me away from synthetics because my engines are too old. What do you think?

—**Carl Smedberg**
Indian Harbour Beach, FL



PD: I'm a firm believer in synthetic oils. They help engines run smoother, quieter, cooler, and often with less smoke. Boat owners typically choose them to extend oil-change intervals. And this is a worthwhile goal but only if your engine's manufacturer agrees. These days most manufacturers don't agree unfortunately, at least in regards to older diesels like yours.

That said, some engine companies do allow the use of synthetics in older versions of their products as long as they meet the same American Petroleum Institute (API) and Society of Automotive Engineers (SAE) specifications as regular oils. A manufacturer might specify

an API CF-4 rating (typical for high-speed, four-stroke diesels), for example, or perhaps an SAE 10-40 rating, either one being a fairly mainstream spec.

Manufacturers of today's high-tech powerplants often require synthetic lubricants in their new engines, in part to meet emissions standards. Such engines are designed precisely for the type of oils specified. I strongly recommend that owners of these engines don't second-guess the manufacturers and follow their recommendations.

With your engines, I would be cautious converting without first contacting your local Detroit Diesel distributor. Proceed with Detroit's approval only.

Professor Diesel is Larry Berlin, director of Mack Boring's Training Services division.

QUESTIONS/FEEDBACK

Please submit all your questions to PMY's senior editor **Capt. Bill Pike** via email at bill.pike@pmymag.com

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LADY LARA

TEXT BY ALYSSA HAAK

Fendi Casa

Benetti's 59-meter (193-foot) *Lady Lara* was the first yacht with an interior completely outfitted by Fendi Casa when she launched in March 2010. Fendi Casa is an extension of Fendi, the Italian fashion house known for its leather and fur ready-to-wear collections. From *Lady Lara*'s guest cabins to her sundeck, each piece was chosen from Fendi Casa. Leather-paneled walls throughout impart an airy ambience while in the guest cabins, leather-braided headboards and woven leather doorknobs continue the look. Fendi's fur throws are found both in the cabins and on the sundeck. Most of the furniture is curvy and, in the sunlounge (above), is upholstered in metallic silver fabric. By using the same designer throughout, a feeling of consistent luxury permeates from the yacht's formal main saloon to her casual sundeck.

(www.fendi.com)



CARPE DIEM

BLOfield

Currently visible (if you're lucky) on the swim platform of Trinity's new 191-foot *Carpe Diem*, the inflatable furniture from BLOfield is perfect for a post-dip lounge. The included electric air pump means setup only takes five minutes—no matter if you're on the beach or on the yacht. And because they're made of UV-protected PVC, the tufted chairs and sofas can be easily washed down after a day of sun, saltwater, and sand. Next, BLOfield will be launching a portable inflatable spa tub.

(www.blofield.com)



INGOT

Crown LTD

Handcrafted in Savannah, Georgia, Crown LTD designs and builds custom seating for yachts. Founded by Malcolm Harbison in 1981, the company specializes in custom leather helm seats, bar stools, and stainless steel table pedestals such as those seen on Burger's 152-foot *Ingot*, which was launched in 2008. Harbison works with megayacht builders from Holland to Turkey to turn out well-crafted and stylish seating for megayachts built and cruised around the world.

(www.crownltd.com)

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Touchscreen Technology

In World War II, a top-secret research project taught pigeons to pilot missiles. The birds, strapped into the nose-cone of a missile, had been trained to peck at the image of a battleship on a screen. If the target was to the left, the birds pecked on the left-hand side of the screen, which made the missile turn left; if the image was to the right, the birds pecked right and the missile turned to the right.

Of course, modern touchscreens are much more sophisticated than the simple mechanical contraptions of Project Pigeon. But although there are now more than a dozen different touchscreen technologies, all have limitations. Some reduce screen brightness, some are horrendously expensive, some are fragile, and some won't work if they get wet.

The GPS on my motorcycle, for instance, has a resistive touchscreen, in which the

screen itself is slightly flexible. Underneath it are two very thin sheets of conductive material, held apart by spacers. When I touch the screen, the two sheets come into contact with each other, forming an electrical circuit. Measuring resistance in the circuit—from left to right and top to bottom—tells the software exactly where I touched.

But “touchscreen” is hardly the right word to describe it; “press-screen” would be nearer the mark because it requires far more

“In the physical world,” explains Garmin’s Derek Hoy, “you use your hands to manipulate whatever it is you’re interacting with. A touchscreen is as close as you can get to this type of interaction.”

than the feather-light touch of more recent technologies. But resistive touchscreens have advantages too: They can be waterproof, dustproof, and unbelievably rugged. And as a motorcyclist, the fact that they can be operated while I’m wearing gloves is crucial.

My kids’ Nintendo DSs have resistive screens too. They are relatively cheap, and using a plastic stylus makes them very accurate. But the double-conductive layer inevitably means that their screens aren’t as clear or bright as some of the alternatives.

One of those alternatives, selected by Garmin, Raymarine, and Simrad, is known as capacitive-screen technology. It uses a grid of microscopic conductors behind the screen, each carrying a small electric charge. When another conductor—such as a human finger—approaches the front face of the screen, some of the charge in the grid is attracted towards the finger. The grid’s capacitance (its ability to hold an electric charge) changes

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where it is touched and can be measured and interpreted by the touchscreen software, so they're brighter.

Even capacitive screens have their drawbacks: They can't be operated with gloved hands or non-conductive styluses, and although they are unaffected by rainwater, there are still potential problems when there are dollops of salt spray flying around. But they are quicker to respond than a resistive screen, and the single grid behind the screen lets much more light through than the double conductive layer of a resistive screen.

As Simrad's Mike Fargo told me "the trade-off between not being able to use it wearing gloves and being able to see the screen in sunlight is a no-brainer."

But why go for a touchscreen in the first place?

"In the physical world," explains Garmin's Derek Hoy, "you use your hands to manipulate whatever it is you're interacting with. A touchscreen is as close as you can get to this type of interaction. It allows you to sort of turn off the part of your brain that's trying to figure out what tools to use to manipulate something."

Jim Hands, of Raymarine, makes much the same point. "Touchscreen makes cursor-related tasks much easier. On our E-series Widescreens, you just tap the screen to drop each leg of a route.

And touchscreen enables us to introduce niceties like virtual keyboards"—full QWERTY keyboards that can be used to name and organize waypoints and routes as easily on a multifunction device (MFD) as on a PC.

Yet none of these three have completely dispensed with knobs and buttons. Northstar (remember them?) was first out of the blocks, using LEDs and light-sensitive transistors to create an invisible grid of infrared beams to detect the presence and position of a pointing finger on the screen of its 8000i. But there was still a conventional control panel whose functions were duplicated by the touchscreen, rather than replaced by it.

Garmin was next up and went to the other extreme. Its 5000 series and later 7000 series MFDs have no twiddle-knobs at all, and the only push button is the one that turns the display on or off! iPhone enthusiasts love them, but for boaters who aren't happy with the idea of paying a thousand-dollar premium for a touchscreen or who fear that it might be unreliable, difficult to

keep clean, or awkward to use on a moving boat, the 5000 and 7000 series are paralleled by the 4000 and 6000 series, both with conventional controls.

The Hybrid touch controls of Raymarine's E-Series Wide displays include both touchscreen and knobs and buttons that can be used interchangeably. "Touchscreen is the preferred option when you're dockside and in calm waters," says Hands, "but when you're bouncing around in seven-foot seas, the positive feel of buttons and knobs makes manipulation of the user interface much simpler."

Simrad's NSS displays are the new kids on the touchscreen block. They've gone for an interesting midway option, with some functions controlled by the touchscreen and others through the minimal keypad and rotary knob. Fargo summed it up this way: "Touch is great for setup operations such as placing waypoints, but there's still no better way of adjusting a proportional control such as zoom or gain than a rotary knob. PMY

Above: Garmin's GPSmap 7212 offers a user-friendly interface.

Left: However, the Raymarine E120 retains some manual controls.



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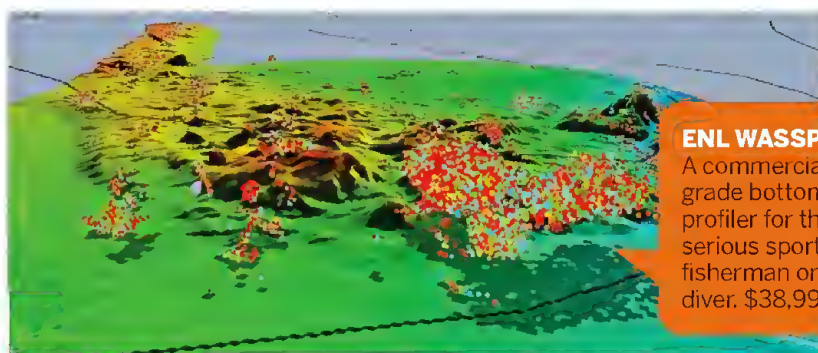
GEAR+ELECTRONICS

➔ ENL WASSP

WATCH OUT FOR WASSPS!

New Zealand sonar manufacturer ENL (Electronic Navigation Limited) made a deal that will see Furuno distributing its Wide Angle Sonar Seafloor Profiler (WASSP) throughout the United States. The WASSP rolls seven fishing tools into one: a multibeam sonar, a single-beam sonar, a single-beam fishfinder, a multi-beam fishfinder, a 3-D bottom profiler, a 2-D bottom contouring system, and a sidescan sonar.

It uses two separate transducers. One, the transmit transducer, produces a broad fan-shaped beam of sonar energy 120 degrees wide, floodlighting a broad swath of the seabed down to about 650 feet deep and nearly 2,300 feet wide. The second, a receive transducer, is effectively



ENL WASSP
A commercial-grade bottom profiler for the serious sport fisherman or diver. \$38,995

more than 100 highly directional transducers in one, breaking the returning echoes down to measure the depth and hardness of the seabed at over 100 different points with every sonar "ping"—700 points per second.

The Windows-based software in WASSP's dedicated marine PC then analyzes the results and displays up to four

different views of the seabed and the water above it on its monitor. At the same time, it saves the data and combines real-time and saved data to build its own detailed 3-D image of the seabed.

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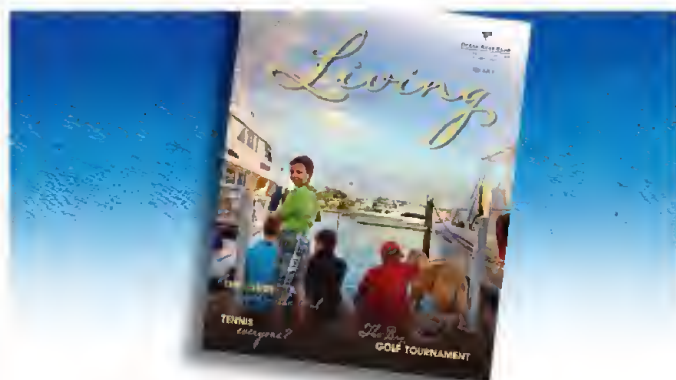


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The 53's lines on the water are both powerful and noble. A strong sheer forward and raised topsides creates as much freeboard as a much larger vessel; creating an incredible internal space.

The saloon with aft galley and adjoining lounge and dinette flows as one giant living and entertaining space into the huge cockpit via a glass sliding door and lift-up awning window.

Beneath the cockpit mezzanine you will find brilliant access to all machinery systems and a storage space the size of which you will never have seen before on a flybridge boat.

Below the saloon lies the sumptuous master stateroom with king-size

island bed set amidships. A lounge, entertainment centre and an abundance of storage compliment the stateroom whilst large port lights with opening portholes bring light and fresh air below. A walk-in cedar-lined robe and beautifully appointed ensuite bathroom complete this luxurious haven.

A further two staterooms and a bathroom complete the accommodation of this very spacious craft.

To top it all off, the luxurious enclosed flybridge with forward or aft helm stations, C-shape lounge and wet bar resembles more a saloon than a flybridge. This is a true sky lounge.

Riviera's space ship not only offers incredible internal space but also employs space-age technology. Pod drives – either IPS or ZF, an infused hull, digital switching and LED lighting make this indeed a very innovative and hi-tech Riviera.

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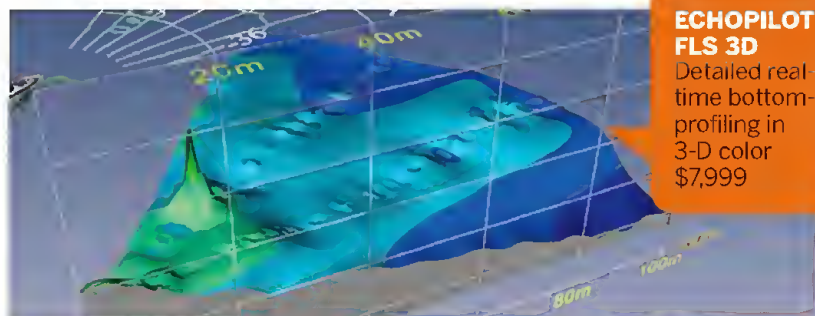
GEAR+ELECTRONICS

➔ Echopilot 2D&3D

FINALLY, AN ECONOMICAL FORWARD-LOOKING SONAR

The big snag with conventional echo sounders and fishfinders is that they tell you about what was underneath the boat a second or so ago, not what will be underneath it a few seconds in the future. The FLS 2D is one of two newly introduced products from Echopilot, a British company that has been producing forward-looking sonars for nearly 20 years.

Priced at a surprisingly modest \$999, the FLS 2D's most striking aspect is that Echopilot has moved away from its usual military-looking gray livery in favor of a high-gloss, piano-black-and-polished-chrome confection that is intended to fit in with the helm consoles of modern performance boats. The principal change is



ECHAPILOT FLS 3D
Detailed real-time bottom-profiling in 3-D color
\$7,999

the adoption of a seven-inch color screen on which the different colors represent different echo strengths, with the strongest echoes—generally the hardest substances—showing up as dark red.

If detail is more important to you, check out the latest FLS 3D, a black-box unit that uses a very wide beam of ultrasound to “floodlight” a broad swath of the seabed ahead, 30 degrees on either

side of the centerline. It then assimilates all the information from the returning echoes into a three-dimensional graphic image that can be output to any of a wide range of compatible displays from other manufacturers. It's priced at around \$7,999.

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Top Photo Courtesy of Echopilot

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PMY

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100 LARGEST YACHTS

When fans of The PMY 100 open their August issue, the first thing they check is whether there's a new No. 1. This year there isn't: *Eclipse* holds that spot just as she did last year. And it's not unusual for a yacht to repeat. *Savarona* held the top spot through the '90s before being slowly bumped down the list in 2003 by *Octopus*, which held No. 1 for two years, then *Al Salamah*, four years, and *Dubai*, one year.

Though the top of the list sees the most visible change, the middle of the list saw explosive growth during the same time. For example, take *Coral Island*.

When Lürssen delivered her to her Saudi owner in 1994, this 238-footer made her debut at No. 14—the longest new launch on The PMY 100 that year. Since then she's moved down the list every year but two, and this year she's barely hanging on at No. 92. Next year she'll surely be gone.

But change is one of the things that makes The PMY 100 so interesting. That's why this year, we focused on what's different: the new launches and refits. So sit back, relax, and carefully peruse who's on the list. Because the way things are going, they may not be there for long.



1 ECLIPSE • 557'0"

Though launched last year, her delivery to Roman Abramovich was rumored to be delayed until this year. Large enough to be classified as a passenger vessel, as opposed to the more usual pleasure craft, she draws 20 feet.

Y: 2010; **B:** Blohm & Voss, Germany; **N:** Terence Disdale;
H: steel; **E:** 4/MTUs, hp unknown



HER INTERIORS ARE SO SECRET, HER CHARTER AGENCY, SUPERYACHTS MONACO, DOESN'T POST PHOTOS ONLINE.



2 DUBAI • 531'5"

Y: 2006; B: Blohm & Voss (w/ Lürssen), Germany/Platinum Yachts, UAE; N: builder; H: steel; E: 4/9,625-hp MTUs

3 PRINCE ABDULAZIZ • 482'4"

Y: 1984; B: Helsingør Værft, Denmark; N: Maierform; H: steel; E: 4/7,800-hp Pielsticks

4 AL SALAMAH • 456'10"

Y: 1999; B: Lürssen, Germany; N: Terence Disdale; H: steel; E: 2/8,832-hp MTUs

5 RISING SUN • 454'1"

Y: 2004; B: Lürssen, Germany; N: Jon Bannenberg; H: steel; E: 4/12,237-hp MTUs

6 SAVARONA • 440'0"

Y: 1931/1992; B: Blohm & Voss, Germany; N: Cox & Stevens; H: steel; E: 2/3,500-hp CATs

7 **DEBUT** SERENE • 439'7"

The contract for the first luxury megayacht from this Italian yard, best known for its huge commercial projects, was signed in May 2006. She has seven decks, two helicopter landing pads, a tender garage for a submarine, and a saltwater swimming pool.
Y: 2010; B: Fincantieri, Italy; N: Espen Øino; H: steel; E: unknown

8 AL MIRQAB • 436'4"

Y: 2008; B: Peters Schiffbau, Germany; N: Tim Heywood; H: steel; E: unknown

9 OCTOPUS • 414'0"

Y: 2003; B: Lürssen, Germany; N: Espen Øino; H: steel; E: 8/2,400-hp Mercedes

10 **DEBUT** KATARA • 406'10"

Built under the project name Crystal, *Katara* has been spotted in both the Med and Caribbean since her launch. Flying the Qatar flag, she's possibly named for the country's recently developed cultural district.

Y: 2010; B: Lürssen, Germany; N: builder; H: steel; E: 2/8,300-hp MTUs

11 ALEXANDER • 400'2"

Y: 1965/1985; B: Luebecker Flender-Werke, Germany; N: builder; H: steel; E: 2/4,025-hp MANs

12 A • 390'4"

Y: 2008; B: Blohm & Voss, Germany; N: Martin Francis/Philippe Starck; H: steel; E: 2/6,035-hp MANs

13 TURAMA • 381'11"

Y: 1990/2004; B: Rauma, Finland/Sete Yachts; N: builder; H: steel; E: 2/4,023-hp Wärtsiläs

10 • KATARA





25 • PALLADIUM

14 ATLANTIS II • 379'7"
Y: 1981; B: Hellenic Shipyards, Greece;
N: Maierform; H: steel; E: 2/4,800-hp Pielsticks

15 LUNA • 377'3"
The latest in Roman Abramovich's fleet, *Luna* is the largest yacht on the list with an ice-class-rated hull. Most recently, she caused a stir while docked at Piazza San Marco in Venice during the city's Biennale art exhibition.
Y: 2010; B: Lloyd Werft, Germany; N: builder; H: steel; E: unknown

16 PELORUS • 377'3"
Y: 2003/2008; B: Lürssen, Germany;
N: Tim Heywood Design; H: steel;
E: 2/5,299-hp Wärtsiläs

17 LE GRAND BLEU • 370'0"
Y: 2000/2008; B: Vulkan, Germany; N: builder;
H: steel; E: 2/4,570-hp Deutz-MWMs

18 DILBAR • 360'9"
Y: 2008/2009; B: Lürssen, Germany; N: Tim Heywood Design; H: steel; E: unknown

18 RADIANT • 360'9"
Y: 2009; B: Lürssen, Germany; N: builder;
H: steel; E: 2/6,793-hp MTUs

20 LADY MOURA • 344'0"
Y: 1990; B: Blohm & Voss, Germany;
N: Luigi Sturchio/Diana Yacht Design;
H: steel; E: 2/6,868-hp Deutz-MWMs

21 ATTESSA IV • 330'0"
REFIT
This was a refit 3½ years in the making at the Washington Yachting Group in Vancouver. During that time, her hull was extended by 30 feet and her new custom-mixed paint job employed more than 800 gallons of Awlgrip.
Y: 1999/2007/2011; B: Evergreen, Japan; N: Diana Yacht Design; H: steel; E: 2/6,600-hp Wärtsiläs

22 CHRISTINA O • 325'3"
Y: 1943/2001; B: Canadian Vickers, Canada/Howaldtswerke (original conversion)/Viktor Lenac, Croatia (refit); N: Prof. Pinnau (original conversion)/Costas Carabelas (refit); H: steel; E: 2/2,750-hp MANs

23 CARINTHIA VII • 318'9"
Y: 2002; B: Lürssen, Germany; N: builder/
Tim Heywood Design; H: steel; E: 4/10,061-hp MTUs

24 LIMITLESS • 315'8"
Y: 1997; B: Lürssen, Germany; N: builder;
H: steel; E: 2/7,364-hp CATs

25 PALLADIUM • 314'11"
DEBUT
Built under the project name *Orca*, *Palladium's* owners have been cruising her through the Med since her September launch. Her large aft "beach club" allows her owners easy access to the sea for watersports.
Y: 2010; B: Blohm & Voss, Germany; N: Michael Leach Design; H: steel; E: 2/4,680-hp MTUs
For more images of this yacht visit pymag.com

26

INDIAN EMPRESS • 311'7"

Y: 2000; B: Oceanco, Holland;

N: Richard Hein/The "A" Group;

H: steel; E: 3/10,000-hp MTUs



{ THE YACHT BOASTS A TOY GARAGE—BUT TO HOLD TWO
MERCEDES CARS, NOT RUN-OF-THE-MILL WATERTOYS. }
—THE PMY 100, 2007





27 • TATOOSH



30 • DUBAWI



32 • ICE

27 TATOOSH • 303'0"

Y: 2000; B: Nobiskrug, Germany;
N: Studio Acht/Kusch Yachtagentur;
H: steel; E: 2/4,448-hp Deutz-MWMs

28 MAYAN QUEEN • 301'8"

Y: 2008; B: Blohm & Voss, Germany; N: Tim Heywood Design; H: steel; E: unknown

29 NAHLIN • 300'0"

Y: 1930/2010; B: John Brown & Co., Scotland; N: G.L. Watson; H: Steel;
E: 4/Brown-Curtis steam turbines

30 DUBAWI • 297'2"

Y: 1989/2009; B: Cantiere Navale Ferrari, Italy; N: Platinum Yachts (conversion);
H: steel; E: 2/3,430-hp MANs

31 NERO • 295'6"

Y: 2007; B: Yantai Raffles Shipyard, China;
N: builder; H: steel; E: 2/2,333-hp CATs

32 ICE • 295'3"

Y: 2005; B: Lürssen, Germany; N: builder/
Tim Heywood Design; H: steel; E: 2/2,500-kW
ABB azipods

[For more images of this yacht visit pmymag.com](http://pmymag.com)

33 LAUREN L • 295'3"

Y: 2002/2004; B: Cassens Werft, Germany;
N: builder; H: steel; E: 2,500-hp MAKs

34 ASEAN LADY • 289'0"

Y: 2003; B: Yantai Raffles Shipyard, China; N: Ian Mitchell; H: steel;
E: 1/2,000-hp CAT

38 • PHOENIX²

35 • MUSASHI



36 • FOUNTAINHEAD

35 **DEBUT** **MUSASHI • 288'0"**
New to the world's Top 100, *Musashi* made her debut in November at No. 7 on our list of American-owned yachts. It's widely believed she belongs to Larry Ellison, as smaller alternative to his former *Rising Sun*, which currently holds the No. 5 position.
Y: 2010; B: Feadship/De Vries, Holland; N: De Voogt International; H: steel; E: 4/3,650-hp MTUs

36 **DEBUT** **FOUNTAINHEAD • 287'11"**
Fountainhead is the third yacht of the XL series from the new De Vries Makkum yard, which can accommodate the larger builds today's owners are demanding. She would have been the yard's largest launch had it not been for No. 35 *Musashi*.
Y: 2010; B: Feadship/De Vries, Holland; N: De Voogt International; H: steel; E: 4/3,650-hp MTUs

37 **ARCTIC P • 287'5"**
Y: 1969/1995/2008; B: Schichau-Unterwasser A.G., Germany; N: Claus Kusch (conversion); H: steel; E: 2/6,595-hp Deutz-MWMs

38 **DEBUT** **PHOENIX² • 286'0"**
Our cover yacht, Phoenix² is the second yacht designed by Andrew Winch of the same name delivered to the same private owner and build by Lürssen. The superscript "squared" signifies that she's exponentially more beautiful and more complex than her predecessor. Her interiors are in the 1930s art-deco style. But when docked stern-to in a marina, her most distinguishing characteristic will be the figurehead on her bow, rarely seen these days.
Y: 2010; B: Lürssen, Germany; N: builder; H: steel; E: 2/CATs, hp unknown

For more images of this yacht visit pmymag.com

39

DEBUT

SEVEN SEAS • 282'2"

Another yacht that made her debut on our American-owned list last year (at No. 8 as Y706), she (but not her famous owner) has been spotted in the Caribbean and the Bahamas.

Y: 2010; B: **Oceanco, Holland**; N: **builder**; H: **steel**;

E: **2/4,680-hp MTUs**



{ A PROJECTOR THROWS AN IMAGE ONTO THE GLASS WALL OF THE
INFINITY POOL ALLOWING ONE TO WATCH MOVIES WHILE A-SWIM. }

—OCEANCO





45 • PACIFIC

40 ECSTASEA • 282'0"
Y: 2004; B: Feadship/Royal Van Lent Shipyard, Holland; N: De Voogt International; H: steel; E: 4/3,100-hp MTUs and 1/30,843-hp GE turbine

41 KINGDOM 5KR • 281'9"
Y: 1980; B: M&B Benetti, Italy; N: builder/Jon Bannenberg; H: steel; E: 2/3,000-hp Nohab Polars

42 CAKEWALK • 281'0"
Launched last year as the largest volume yacht built in America, she's now for sale. Her listing price is in the low nine figures.
Y: 2010; B: Derektor, United States; N: Azure Naval Architects; H: steel; E: 2/3,306-hp MTUs

43 SUNRAYS • 280'5"
Despite the ubiquity of painted megayacht hulls, *Sunrays'* teal topsides will still turn heads. Her very private owners helped design a flexible

interior layout—for example, the dining table can be used for video conferencing.
Y: 2010; B: Oceanco, Holland; N: builder/Azure; H: steel; E: 2/4,680-hp MTUs

44 VIBRANT CURIOSITY • 280'4"
Y: 2009; B: Oceanco, Holland; N: Nuvolari-Lenard; H: steel; E: 2/4,680-hp MTUs

45 DEBUT PACIFIC • 279'9"
Pacific, formerly Project Josi, is one of the four Lürssen additions to the list this year. She belongs to extremely secretive owners, but it's rumored she has two helicopter landing pads and can cruise with one helicopter and one submarine onboard.
Y: 2011; B: Lürssen, Germany; N: Frers Naval Architect; H: steel; E: 2/4,000-hp MTUs

46 MOONLIGHT II • 279'8"
(FORMER ALYSIA)
Y: 2005; B: Neorion Syros Shipyards, Greece; N: unknown; H: steel; E: 2/2,750-hp CATs



48 • VALERIE

47 **DELMA • 279'8"**

Y: 2004; B: Neorion Syros Shipyards, Greece;
N: unknown; H: steel; E: 2/2,722-hp CATs

48 **DEBUT VALERIE • 275'6"**

Valerie was built under the name Project Firebird. She was designed by the same team as the 223-foot *Kismet*, which launched in 2007. Valerie is the perfect example of how yachts change during construction. Originally she was designed with two possible layouts, which are both still visible on the Moran project-management Web site, one with the helipad forward and one with it aft. She launched with it on the bow. Also conceived with a navy-blue hull, Valerie now is as an all-white vessel.

Y: 2011; B: Lürssen, Germany; N: Espen Øino and Raymond Langton; H: steel; E: 2/2,722-hp CATs

49 **TALITHA • 271'0"**

Y: 1930/2009; B: Krupp Germania Werft, Germany; N: Cox & Stevens; H: steel;
E: 2/1,400-hp CATs

50 **O'MEGA • 270'7"**

Y: 1985/2004; B: Mitsubishi, Japan;
N: builder/Giorgio Vafiadis; H: steel;
E: 2/2,000-hp Yanmars

51 **ALFA NERO • 269'0"**

Y: 2007; B: Oceanco, South Africa/Holland;
N: builder/Nuvolari-Lenard; H: steel;
E: 2/4,680-hp MTUs

51 **SARAFSA • 269'0"**

Y: 2008; B: Devonport Shipyard, England;
N: Burness Corlet – Three Quays/Andrew Winch Designs; H: steel; E: unknown

51 **BASRAH BREEZE • 269'0"**

Y: 1981; B: Helsingfort Vaerft, Denmark;
N: builder; H: steel; E: 2/3,000-hp MTUs

54 **DEBUT AIR • 265'9"**

Repeat Feadship clients commissioned *Air*, the largest yacht ever constructed at the



55 • GOLDEN ODYSSEY



56 • BART ROBERTS



57 • STARGATE

original De Vries yard. Her hull is painted Harley-Davidson black. Y: 2011; B: Feadship/De Vries, Holland; N: De Voogt International; H: steel; E: 2/2,360-hp MTUs

55 GOLDEN ODYSSEY • 265'7"
Y: 1990; B: Blohm & Voss, Germany; N: Platou; H: steel; E: 2/2,992-hp Deutz-MWMs

56 BART ROBERTS • 265'0"
Y: 1963/1986/2002; B: Canadian Vickers, Canada; N: builder (original construction), Lennart Edström (conversion); H: steel; E: 2/2,000-hp Rustons

57 AMEVI • 262'5"
Y: 2006; B: Oceanco, Holland; N: builder/Alberto Pinto/Nuvolari-Lenard; H: steel; E: 2/4,680-hp MTUs

57 CONSTELLATION • 262'5"
Y: 1999; B: Oceanco, Holland; N: builder; H: steel; E: 2/8,160-hp MTUs

57 STARGATE • 262'5"
Y: 2001; B: Oceanco, Holland; N: builder; H: steel; E: 2/8,160-hp MTUs

60 DUBAI SHADOW • 259'2"
Y: 1973/2006; B: Mitsubishi Heavy Industries, Japan/Platinum Yachts, Dubai; N: builder; H: steel; E: 2/3,200-hp Daihatsus

61 AL DIRIYAH • 257'9"
Y: 1960; B: National Bulk Carriers, Japan; N: builder; H: steel; E: 2/1,800-hp Fairbanks Morses



62 • DELPHINE



63 • TV



65 • C²

62 DELPHINE • 257'8"
Y: 1921/2003; B: Great Lakes Engineering Works, USA; N: Henry J. Gielow; H: steel;
E: 2/750-hp Babcock & Wilcox steam engines

63 REFIT TV • 257'5"
(FORMER MADSUMMER)
Last winter *Madsummer* was sold, reportedly to the head of Mexico's largest media company, and renamed TV. After her sale, she emerged from Rybovich's Palm Beach shipyard with her formerly baby blue hull repainted a custom shade of gray, a new bar on her sundeck, and a remodeled spa on her lower deck. Available for charter through Edmiston, she's currently cruising in the Pacific.
Y: 2008; B: Lürssen, Germany; N: Espen Øino; H: steel;
E: 2/2,717-hp CATs

64 MONTKAJ • 256'0"
Y: 1995; B: Amels, Holland; N: Terence Disdale; H: steel; E: 2/2,500-hp CATs

65 TITAN • 255'11"
Y: 2010; B: Abeking & Rasmussen, Germany; N: Reymond Langton Design; H: steel;
E: 2/2,000-hp CATs

65 C² • 255'11"
Y: 2008; B: Abeking & Rasmussen, Germany; N: builder; H: steel; E: 2/2,000-hp CATs

65 EMINENCE III • 255'11"
Y: 2008; B: Abeking & Rasmussen, Germany; N: builder/Reymond Langton Design; H: steel; E: 2/2,032-hp CATs

68

DEBUT TANGO • 254'10"

She was launched on the same day as L.O. 54 *Air* but with far more secrecy: She was identified only by her hull number, MY #802. The guest cabins are on the main deck, and the sundeck features an increasingly popular megayacht option: a cinema.

Y: 2011; B: Feadship/Royal Van Lent, Holland; N: De Voogt International; H: steel; E: 4/3,111-hp MTUs



Photo by Tim Ward / Super Yacht Phantom

August 2011 ■ PMYMAG.COM 65



69 • TUEQ



71 • SAMAR



74 • REBORN



77 • NORTHERN STAR

69 TUEQ • 254'6"

Y: 2002; B: GNS Shipyard, Holland;
N: De Voogt International; H: steel;
E: 2/3,600-hp Wärtsiläs

70 LONE RANGER • 254'0"

Y: 1973/1994; B: Schichau-Unterwesser,
Germany; N: Klaus Kusch (conversion);
H: steel; E: 2/4,400-hp Deutz-MWMs

71 SAMAR • 252'6"

Y: 2006; B: Devonport, England;
N: Laurent Giles Naval Architects; H: steel;
E: 2/2,032-hp Wärtsiläs

72 PEGASUS V • 252'3"

(FORMER PRINCESS MARIANA)
Y: 2003/2006; B: Royal Denship,
Denmark; N: Espen Øino; H: steel; E: 2/2,448-hp
Deutz-MWMs

73 LADY SARYA • 250'4"

Y: 1972/1974; B: Cantieri Navale Apuania,
Italy; N: Rinaldo Gastaldi; H: steel;
E: 2/3,340-hp MTUs

74 **REFIT** REBORN • 249'3"

(FORMER BOADICEA)

You saw right in Snapshot (see p. 10),
Reborn's grass lawn was replaced during a massive refit
that added 20 feet of mostly water-level beach club and
a contra-flow swimming pool set flush into the sundeck.
Y: 1998/2010; B: Amels, Holland; N: builder; H: steel;
E: 2/2,590-hp CATs

For more images of this yacht visit pmymag.com

75 OCEAN VICTORY • 248'6"

Y: 2009; B: Feadship/De Vries, Holland; N: De
Voogt International; H: steel; E: 2/2,682-hp CATs

76 ANASTASIA • 247'7"

Y: 2008; B: Oceanco, Holland; N: builder/Sam
Sorgiovanni; H: steel; E: 2/3,648-hp MTUs

77 NORTHERN STAR • 247'5"

Y: 2009; B: Lürssen, Germany; N: builder;
H: steel; E: 2/2,682-hp CATs

78 TALITHA G • 247'4"

Y: 1929/1994; B: Krupps Kiel, Germany;
N: Cox & Stevens; H: steel; E: 2/1,400-hp CATs

79 LEANDER • 245'3"

Y: 1992/2005; B: Peenewerft Shipyard, Germany; N: builder; H: steel; E: 2/2,360-hp Deutz-MWMs

80 GIANT • 245'0"

Y: 1974/2007; B: IHC Holland, Holland/refit at various yards; N: Amels, ME Consulting; H: steel; E: 2/3,400-hp Smith Bolnes

81 ENIGMA • 244'4"

Y: 1991/2009; B: Blohm & Voss, Germany; N: Martin Francis; H: steel; E: 2/5,720-hp CATs

82 ILONA • 241'8"

Y: 2003; B: Amels, Holland; N: builder/Redman Whiteley Dixon; H: steel; E: 2/2,635-hp CATs

83 SALEM • 241'5"

Y: 1963/1998/2008; B: Devonport Yachts, England (conversion); N: Devonport (conversion); H: steel; E: 1/3,996-hp MAN B&W Alpha

84 DEBUT SAPPHIRE • 241'3"

Sapphire will be spending the season in the Med, where her owners will enjoy her outdoor

spaces, including a sundeck with an outdoor cinema and Jacuzzi. Her main deck, which can be used for a large gathering or helipad, is joined to her aft beach club.

Y: 2011; B: Nobiskrug, Germany; N: Newcruise; H: steel; E: 2/2,360-hp MTUs

85 DEBUT PEGASO • 241'1"

From a shipyard known for its commercial vessels comes the largest yacht yet built in Spain—and also the most secret. She's rumored to belong to a Mexican businessman and is officially classified as a research vessel. She has 30-foot, five-person submarine and 10,000-NM range.

Y: 2011; B: Freire Shipyard, Spain; N: BMT Nigel Gee and Associates; H: steel; E: 2/3,100-hp CATs

86 RABDEN • 240'5"

Y: 2007; B: Hanseatic Marine, Australia; N: Espen Øino; H: aluminum; E: 2/4,000-hp MTUs

87 LAUREL • 240'0"

Y: 2006; B: Delta Marine, USA; N: Delta Design Group; H: steel; E: 2/2,500-hp CATs

88 SIREN • 239'8"

Y: 2008; B: Nobiskrug, Germany; N: Newcruise; H: steel; E: unknown



81 • ENIGMA



83 • SALEM



84 • SAPPHIRE



88 • SIREN



91 • QUEEN K

89 SILVER ZWEI • 239'0"
Y: 2009; B: Hanseatic Marine, Australia;
N: Espen Øino; H: aluminum;

E: 2/6,612-hp MTUs

90 PREDATOR • 238'10"
This month's Megayachts column (pg. 30) explains how Feadship kept this groundbreaking hull a secret until the big reveal.
Y: 2008; B: Feadship/De Vries, Holland; N: De Voogt International; H: steel; E: 4/5,793-hp MTUs

91 QUEEN K • 238'2"
Y: 2004/2007; B: Lürssen, Germany;
N: Espen Øino; H: steel; E: 2/3,152-hp MTUs

92 CORAL ISLAND • 238'0"
Y: 1994; B: Lürssen, Germany; N: Jon Bannenberg; H: steel; E: 2/1,732-hp CATs

93 RM ELEGANT • 237'5"
Y: 2005; B: Lamda Shipyard, Greece; N: Nafpigi Hellas; H: steel; E: 2/2,260-hp CATs

94 AZTECA • 236'3"
(FORMER CLARENA II)
Y: 2009; B: CRN, Italy; N: Nuvolari-Lenard;
H: steel; E: 2/2,682-hp CATs

95 KOGO • 235'3"
Y: 2006; B: Alstom Marine, France;
N: builder; H: steel; E: 2/1,800-hp CATs and
2/MTU generators powering 2/1,800-kw azipods

96 UTOPIA • 234'1"
Y: 2004; B: Feadship/De Vries, Holland; N: De Voogt International; H: steel; E: 2/2,200-hp CATs

97 THE ONE • 233'0"
Y: 1973; B: Lürssen, Germany;
N: builder/Jon Bannenberg; H: steel;
E: 3/4,700-hp MTUs

98 SKAT • 231'10"
Y: 2001; B: Lürssen, Germany; N: builder/
Espen Øino; H: steel; E: 2/2,717-hp MTUs

99 ABSINTHE • 230'4"
Y: 1973/2005; B: Astilleros y Talleres Celaya, Spain; N: Sparkman & Stephens;
H: steel; E: 2/1,125-hp CATs

100 MARTHA ANN • 230'3"
Y: 2008; B: Lürssen, Germany;
N: builder/Espen Øino; H: steel;
E: 2/2,038-hp CATs

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TEXT BY
ALYSSA HAAK
PHOTOS BY
JIM RAYCROFT

Truth in Advertising

IT IS BETTER IN THE BAHAMAS.

At the tail end of an endless northern winter, the catchy jingle of a well-timed Bahamian marketing campaign was stuck in my head. Advertising images of bright sun, white beaches, and clear-blue waters seemed to mock New York City's perpetual winter. When offered the opportunity to participate in the first-ever megayacht flotilla in those possibly exaggerated waters, my answer was obvious: Even if the marketing oversold reality, at least I'd be warm.

This time, the advertising wasn't hype—especially in the Exumas, an outlying string of isolated islands in The Bahamas riven with hidden coves, cays, and beaches where a boater can escape to a secluded anchorage. At the end of March, a group of five megayachts would dominate the skyline of the cays they visited.





Sponsored by the charter agencies IYC, RJC, and Churchill Partners to promote the Bahamas as a charter destination to European brokers, the megayacht flotilla brought together the brokers and yachts for six days of eating, snorkeling, scuba diving, eating, relaxing, and more eating.



Allister Dickinson dropped anchor, and pigs appeared on the beach. But there was no need to go to them; the four pigs piggy-paddled out. Their mouths opened in eager anticipation of whatever we had to offer, no matter if it was lettuce, chicken, or salmon.

The yachts and crews waited in the marina at Atlantis, an all-inclusive Nassau resort dedicated to the myth of its namesake. A shuttle bus whisked guests from the airport to the marina, giving brokers time to introduce themselves and exchange yacht assignments like excited campers. At the marina, deckhands from each yacht led the way to our assigned homes. For me, that would be the largest of the five—*Tuscan Sun*, captained by the friendly and professional Capt. Gui Garcia.

Brokers from around the world soon converged on the marina. Friends greeted each other, but soon everyone was getting ready for that night's cocktail yacht hop that included the debut of Trinity's 191-foot *Carpe Diem*. The brokers mingled until it was time for dinner, when golf carts whisked us to our assigned yachts.

My first meal, in the relaxed atmosphere of *At Last*, was highlighted by a spiny-tail lobster slow roasted and finished with butter, white wine, and soy sauce. It was the first in an endless parade of three-course meals.

The next day, I rode onboard *At Last* during the cruise over the coral bank while *Tuscan Sun*, with her deeper draft, went around. (Her steel hull draws 8'2", which would constrain her anchoring options in the Bahamas' notoriously skinny waters, but it would prove to be a benefit that night when the wind shook the lighter yachts.)



At Shoal Cay the next morning, *Tuscan Sun's* crew launched the two Sea-Doo PWCs for a morning cruise through the mangroves to the beach for our first swim in the electric blue Kool-Aid waters. All the fresh air and activity was enough to work up an appetite.

Fortunately, we had a 2½-hour cruise along Cambridge Cay. The blue seascape provided a perfect backdrop for a three-course lunch with a panko-crusted mahi-mahi over ginger rice. The light lunch wouldn't weigh us down for our afternoon activity—swimming with sharks. I have a strong sense of self-preservation and no desire to make myself easier to catch than I already am.

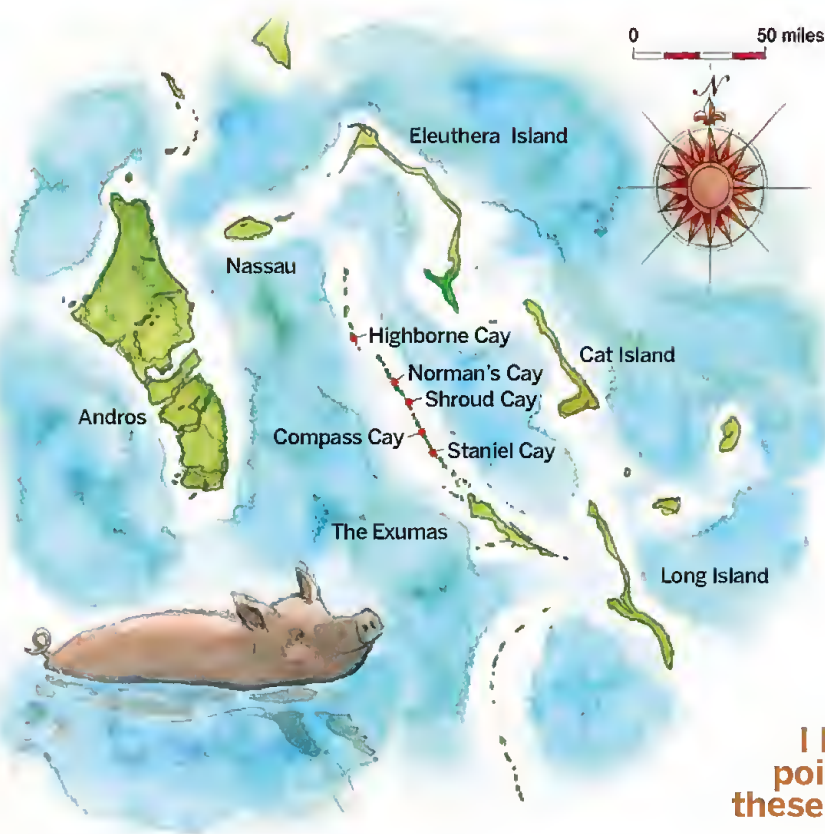
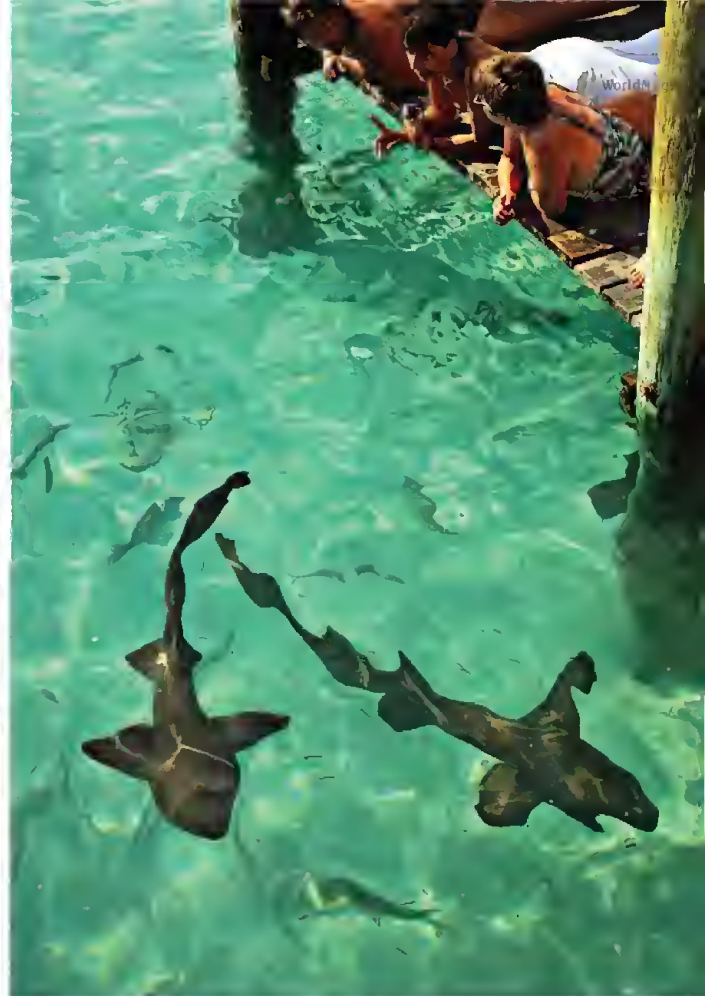
When *Tuscan Sun* anchored, we piled back into the tender to head into Compass Cay. As the tender pulled into the marina, I had no idea what to expect. We tied up alongside a worn-wood shack covered with debris signed by visitors from a hundred boats that had come before us, and Capt. Gui jumped in. I had imagined the sharks would be pointy-toothed and flesh-hungry, but these nurse sharks looked and behaved more like overgrown catfish. Still, they had a rather disconcerting habit of vanishing, only to reappear directly behind me as their rough prehistoric skin scratched past my leg.

The yachts had regrouped at Rocky Dundas, a small cove that could barely fit all five. But proximity was necessary for the dinner mixer. Guests dispersed to other

yachts to taste a different chef's masterwork. Tenders were bouncing back and forth, creating a chaotic ballet. I hopped aboard the 37-foot *Hooter Calendar*, the Midnight Express that serves as tender to the freewheeling *Hooter Patrol 4*, and we were to dinner before Bob Marley's first song faded from the speakers. An intimate party of seven gathered around the aft deck dining table for a four-course spectacular. Chef Mark McGraw presented a beautiful rare-seared Ahi tuna over papaya coconut rice, enhanced by a light ponzo miso broth for a burst of Asian-inspired flavor.

Clockwise from top left: The marina at Nassau's Atlantis resort can fit yachts up to 240 feet; At Last anchored off one of the many sugar-sand beaches in the Exumas; Chef Charlie Wilson explains dinner onboard *Big City*; the swimming pigs will eat anything.





Unlike a dinner party where guests can get themselves home, being at anchor creates a new set of challenges. So the chaotic ballet began again, with tenders shuttling guests back to their boats and ultimately their beds.

Starting at 7 a.m. for an offshore fishing excursion, the next day was the busiest yet. *Tuscan Sun's* tender was loaded up with bait, gear, and passengers from the more formal *Big City* and *At Last* and was scheduled to rendezvous back with the mother yacht at Staniel Cay. We set off and were instructed by *Tuscan Sun's* first mate Simon Kitto to look for flocks of birds that indicate fish.

There were no birds.

There was nothing but that same turquoise water until we saw three fins. Our failed fishing trip instantly turned into a far more successful whale-watching adventure. We idled to see if the pilot whales would come and play, but after a quick investigation of the drifting boat, which brought them almost within touching distance, the three swam away.

With a boatload of people, the 32-foot *Intrepid* weaved through isles until we rejoined *Tuscan Sun* at Sandy Cay. We just had time for a quick Mexican egg-

I had imagined the sharks would be pointy-toothed and flesh-hungry, but these nurse sharks looked and behaved more like overgrown catfish.

Map illustration by Steve Starkiewicz



scramble breakfast before heading out for a scuba dive. (Old wives' tales be damned, it may have been less than an hour between eating and swimming.)

The cruise to the dive site allowed time for my nerves to act up. It would be my first open-water dive, and though I felt comfortable under Capt. Gui's trained eye, leaving the calm of a pool for the crashing waves and eels of an actual ocean was a bit intimidating. But once underwater, the threat of waves (though not eels) was eliminated, and I was able to enjoy the sensation of breathing underwater and the muted colors of the coral forest.

Despite being on a cruise through the Bahamas, we still had a schedule to keep and were, in fact, already late to the beach barbecue. The crews and chefs had put together a feast of epic proportions, but we weren't there long before the call went out that it was low tide at Thunderball Cave. We had to hustle to reenact scenes from the classic James Bond flick.

Thunderball looks like solid rock, but at low tide cave mouths leading to the interior cathedral dome appear. Our time swimming with the multicolored fish was limited by not only the slowly rising tide but also the growing number of snorkelers invading the soaring grotto.

Next, it was time to dispose of the leftovers from the barbecue. The easiest solution was to feed them to the free-range pigs of Staniel Cay. Armed with a garbage bag of leftovers, deckhand Allister Dickinson dropped anchor,



Clockwise, Top left: Under the boats of Compass Cay Marina lurk well-fed nurse sharks; the sunsets in the Bahamas never get old; morning omlets on *Tuscan Sun* were the perfect way to start the day.

and pigs appeared on the beach. But there was no need to go to them; the four pigs piggy-paddled out. Their mouths opened in eager anticipation of whatever we had to offer no matter if it was lettuce, chicken, or salmon.

That night, pre-dinner cocktails were at Staniel Cay Yacht Club, a bar decorated with the burgees of clubs from around the world. Soon the tenders again arrived to begin the barely choreographed dance of getting people to their dinner destination. (Guests of *HP4* and the lavish *Independence 2* saw us off as their boats were docked at the yacht club.) The stewardesses of *Big City* welcomed us with refreshing Kir Royales before showing us to the outdoor bridge-deck dining table for another fabulous three-course meal by tattooed chef Charlie Wilson.

When I awoke the next morning, we were already underway back to Nassau, but there was just enough



Meet the Yachts

Name: At Last
Length: 145'
Builder: Heesen, Holland
Year Launched: 1990/2009
Captain: Capt. Herbert Magney
Broker: Churchill Yacht Partners
Contact: (954) 527-2626.
www.churchillyachts.com.



Name: Big City
Length: 141'
Builder: Trinity, USA
Year Launched: 2009
Captain: Capt. Barry Bramhill
Broker: IYC
Contact: (954) 522-2323.
www.iyc.com.



Name: Hooter Patrol 4 (HP4)
Length: 97'
Builder: Hargrave, USA
Year Launched: 2006/2008/2010
Captain: Capt. Adam Marani
Broker: IYC



Name: Independence 2
Length: 105'
Builder: Broward, USA
Year Launched: 1993/2007
Captain: Capt. Matt Braisted
Broker: RJC
Contact: (954) 525-3886.
www.rjcyachts.com.



Name: Tuscan Sun
Length: 147'
Builder: Izar, Spain
Year Launched: 2006
Captain: Capt. Gui Garcia
Broker: IYC



time for a stop at Allen Cay to feed the wild iguanas. The 30-odd creatures spaced themselves evenly on the beach and seemed to move in unison in the direction of our romaine lettuce and grapes. Curious, but wary, the iguanas made their way toward us. Armed with a stalk of romaine, I hand-fed a fat, ancient one. Up close, his scaly green skin turned out to shimmer with color in the sun. When we ran out of lettuce, the iguanas lost interest and left to investigate the next boatload to come ashore.

And then we were off to the final rendezvous location, The Albany, an exclusive resort with a marina large enough to fit all five yachts. For a group of headstrong captains, the trip went without conflict though hints of competitiveness snuck out. *Tuscan Sun* was cruising at 11 knots, and the helm's radar identified *Big City* passing, slightly faster at 12.5 knots.

After four days of multicourse meals (even breakfast seemed to have two courses), lunch underway would be a one-course grilled taco buffet. But that's not to say we lacked for food—Chef Christina Jones-Garcia prepared a feast of Wagyu beef with a chili-cumin rub for the tacos.

After cocktail hour at The Albany (another James Bond film site, for *Casino Royale*), it was time for my final dinner. *Independence 2's* chef, Victoria Allman, prepared the trip's lightest meal of a citrus salmon, for which my overextended stomach was grateful.

With pants stretched to the max, my phone lit up with a text-message flight reminder, signaling the end of the trip. The next day, warm and sunburnt in my airplane seat, I dozed off humming the marketing jingle: "It's better in the Bahamas." PMY

Clockwise, Top left: Ancient-looking iguanas devour Romaine lettuce; everything was okay on my first scuba dive; James Bond didn't have as much fun as we did in Thunderball.



Our time swimming with the multicolored fish was limited not only by the slowly rising tide but also by the growing number of snorkelers invading the soaring grotto.



Now Hiring

HOW TO
STAFF A
YACHT THE
RIGHT WAY.

TEXT BY
**ALYSSA
HAAK**
ILLUSTRATIONS
BY **STEVE
ADAMS**

When an owner decides to build a yacht, he seeks out a shipyard suited to realize his dreams. The builder shapes the hull, installs the engines, and wires in the latest technology. Though her launch gets all the attention, it isn't the yard that gives a yacht her personality; a yacht comes alive due to her crew. From the captain to deckhands, the crew provides the yacht with her personality and shapes time onboard.



Yacht-management companies such as Northrop & Johnson and Luxury Yacht Group have divisions dedicated to making sure owners find the perfect crew and crew find their ideal boat. When it's a good fit, the relationship can last for years, but when it's not, well, it's hard to escape an uncomfortable situation at sea.

"The first step is for an owner to decide why he's buying the yacht in the first place," explains Duncan Bray, crew services manager at Northrop & Johnson. It might sound obvious, but there's a lot to consider. "What do they want to do? Where? And how often? Will they live on it or spend just a week per month?"

Determining what another person wants is the most difficult part of crew placement. Anyone who has tried to set up friends on a blind date understands that people don't always know what they want. And crew-management specialists need to do it three, ten,

What makes a yacht come alive is her crew. From the captain to the deckhands, the crew provides the yacht with her personality and shapes time onboard.

HOW TO STAFF A MEGAYACHT



or 40 times per yacht depending on her size and whether she will be available for charter. (Charter yachts require more staff for guests and maintenance.)

"Some owners don't care about white-glove service," Bray says. "They are more interested in fishing and sandwiches than silver service." While both service levels are reasonable and common requests, they create completely different expectations for crew. A deckhand looking to serve on a fishing and adventure yacht would be ill-suited to perform formal service. And both the crew and placement specialist have to figure it out while under extreme time constraints.

Luxury Yacht Group publishes a handbook to distribute to its first-time owners. Titled "Yacht Ownership 101: The basics of yacht ownership," the 20-page booklet outlines the expectations for both owners and crew in extreme detail.

In advice straight out of the "Farmer in the Dell," the guide advises owners to "spend 95 percent of your crew hiring time looking for a captain. A good captain will hire a good crew for you." And from there the captain chooses a first mate, chief engineer, chief stewardess, and chef, and then often they choose their respective teams. In a sense, the captain guides the ship safely by pilot-

The first step is for an owner to decide why he's buying the yacht in the first place," explains Duncan Bray, crew services manager at Northrop & Johnson. It might sound obvious, but there's a lot to consider. "What do they want to do? Where? And how often? Will they live on it or spend just a week per month?

ing the vessel to her destination but also by hiring a crew that will fit the personality of the yacht.

"A good captain who changes yachts will have a chief stewardess, first mate, and chief engineer all ready from previous jobs, and an owner who finds a good chef will try to keep him onboard at any cost," Bray says, referring to the crew common on a 150-foot yacht. However, on smaller yachts, the captain often acts as the chief engineer as well. From there staffs can grow to 70 or 80 on the world's largest.

Next in the chain of command is the first mate (sometimes two positions, first officer and mate, on larger yachts), bosun (the maintenance manager), and then enough deckhands to maintain and dock the yacht. For the interior department, there's the chief stewardess and purser/treasurer (often the same person) and any number of stewards or stewardesses necessary to provide the level of service the owners desire. In their own departments are engineering—the chief engineer and the second engineer—and the chef and a sous or crew chef.

Capt. Ken Maff of the 115-foot *Kapalua* oversees a crew of four that includes a mate, two stewardesses, and a chef. He has worked with this crew for an average of two years. "Nationality and work ethic have a lot to do with [getting along]," he says. "It's not your normal nine-to-five job. Ability to work long hours under pressure, appearance, attitude, and loyalty are key."

"The yachting industry typically attracts younger single people with an appetite for adventure," Bray says, which means it's important that crew match based on their after-hours activities. In a new



NOW HIRING



A good captain will hire a good crew for you. And from there the captain chooses a first mate, chief engineer, chief stewardess, and chef, and then often they choose their respective teams.

port with no guests onboard, do the crewmembers choose to experience the local culture through sightseeing or do they just want to let their hair down?

"Applicants are usually outgoing, social, tolerant, and thrive in stressful situations," Bray says in support of the captain's assessment. "The crew are making good money and traveling, while working in tough circumstances."

When standing on shore or walking through a boat show, a 150- or 200-foot yacht can seem impossibly large. But once in the crew's quarters on the lower levels of the yacht, where most crew sleep two to a cabin in glorified bunk beds, the yacht can seem much smaller.

Despite all the planning that a captain can put into hiring a crew, personalities don't always match up. But such discrepancies usually resolve themselves by either the crew member leaving or being fired, as an unhappy employee is not typically a productive employee.

"We want all owners to enjoy their yachts," Bray says. "We hear too many stories of owners not enjoying their yacht and getting out of the industry. Somewhere, someone didn't do their job." But it'll be smooth sailing once you've chosen a crew that fits the needs and personality of your yacht. PMY

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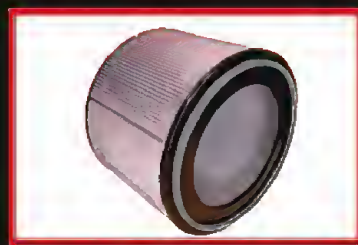
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Capable of reaching almost 50 mph, the 100-ton, triple-engined 108 is a cross between a modernist apartment and a space shuttle.



Like A Rocket

TEXT BY ALAN HARPER
PERSHING LIVES UP
TO ITS NAME WITH A
YACHT THAT FLIES
ACROSS THE WATER
WITH GUIDED-
MISSILE SPEED.

Her sleek, streamlined exterior belies the Pershing's voluminous interior accommodation.

Pershings seem to defy the laws of physics. It is normal for one to assume that as things get bigger they also get slower, but no one seems to have told them that. Look back on the Pershings we have tested over the years, ranging from 62 to 115 feet, and there's only five knots difference between them at WOT. And WOT for a Pershing has to mean 40 knots or better, even for the 112-ton flagship, because among the promises this brand makes—along with great engineering, drop-dead looks, and an eye-watering price tag—are razor-sharp handling and uncompromised performance.

Laden as she was with seven tons of fuel and water, not to mention the five tons of optional gear installed to satisfy MCA certification, our 108 was very nearly the heaviest Pershing yet. And in the choppy, early summer seas off the city of Fano on Italy's Adriatic coast, she blasted through 40 knots in as many seconds. A two-way average of 43 knots, and Pershing's head of engineering was happy.

So was Bertram's head of engineering, who had flown over from Florida to see how things were going with the sister company. "Do they always handle like this?" he asked me, amazed at the way the big motoryacht leaned over on her ear with every appearance of enjoyment, to carve out wake-chasing turns, like some gargantuan skiboat.

"They do," I said.

It was a typically exhilarating Pershing experience, and while it takes care and experience—not to mention practice—to trim a triple-Arneson rocketship packing this much horsepower, the end result is so well balanced that it enthralls rather than intimidates. It's fun—you soon get the hang of it.

Photo Courtesy of Pershing



Top: The master suite, with its big head and office, takes up much of the lower deck. **Above:** The main deck is rational and rectilinear.

Our test boat was the prototype 108, an all-new design that fits into the range between the 92 and the flagship 115. She is the fourth Pershing for her British owners, who took full advantage of the various customizing options the shipyard offers on yachts of this size. Most significantly, as a cruising family, they chose not to have the fourth cabin, which on the plans is a decent-looking twin berth en suite to starboard. Instead, this first 108 has an open-plan TV lounge that does away with the corridor and adds significantly to the feeling of space down below.

Not that she seems small. Even in a yacht with an exterior like an overgrown dayboat, a 22-foot beam provides plenty of scope. As is only fair, the owner's suite amidships gets the lion's share of the available vol-

ume, spanning the full beam and featuring an attractive raised study area, a large head with twin basins, and a roomy shower stall, with the whole compartment finished in reflective black Corian and glass. It's sleek and a serious test of the crew's sense of humor—merely admire the shine with your fingertips and the surfaces need polishing. Again.

The berths in the port-side guest cabin, each 33 inches wide, can slide together to form a full-size double berth. Forward, the slanted layout of the VIP suite looks unusual though in reality the angle of the berth follows the shape of the hull and is an efficient use of space. The cabin certainly feels roomy enough, and there is a huge volume of stowage space in the cabinets along the forward bulkhead. The VIP head, although

nowhere near as big as the master's, is well proportioned and of a good size.

Thanks largely to the three-cabin layout, the living spaces below decks feel unusually roomy, even for a 100-plus-footer. And with its big, square set seating area and aft dining table, the main deck feels even more so, and for a similar reason. While the lower deck benefits hugely from the "missing" fourth cabin, the saloon makes gains that are quite out of proportion to the simple sacrifice of situating the galley down and aft, in the crew area.

Low cabinets and large areas of glass make the best of the main deck's deceptively simple, rational layout. It's big, and feels even bigger. Headroom is 7'2".

While the custom build of the lower-deck TV lounge is the most obvious manifestation of Pershing's customization, the prototype 108's owners also had plenty to say about the décor, bringing in their own designer and a multitude of fabrics and furnishings from the likes of Fendi and Armani Casa. I must say the end result looks very pleasing. The sycamore veneers are standard, as is the Poltrona Frau leather; the Nepalese silk carpet in the master most certainly isn't. The AMX entertainment system is also to the owners' specification.

Even without such particular requirements, you could have fun with Pershing's suggested-options list for the 108. Among those in evidence on the prototype are the forward davit to serve the vast foredeck, which on this boat contained two big Sea-Doos and MCA-spec safety equipment; a swim-platform stainless steel swimming shower, which plugs into hose connectors designed as if to refuel Formula One racing cars; and the upper helm station, which, having used it, I regard as essential, for both



The Basics

Standard equipment:

electro-hydraulic steering; ZF electronic controls; 2/231-lb. anchors w/ 360' and 540' chain; 2/2.5-kW bow windlasses; 2/1.5-kW stern windlasses; 2/Mitsubishi ARG stabilizers; bimini top; CCTV; A/C; electro-hydraulic gangway, garage door and swim ladder; 3/LCD TVs; CD/DVD players, iPod docks and satellite TV in all cabins; autopilot; Furuno NavNet 3D chart-

plotter, radar w/ 24NM scanner, and speed/depth indicator; VHF; integrated touchscreen vessel monitor; electric freshwater MSDs; 4-burner ceramic cooktop; oven; fridge-freezer; washer; dryer; 2/33-kW Kohler gensets; PWC; 4.2-meter jet RIB

Optional equipment on

test boat: MCA LY2 certification; 240,000-Btu tropical A/C; upgrade to 40-kW gensets; upper

helm station; lower TV lounge; white pearl paint; A.C. converter; forward davit; stern thruster; fuel and water filtration and treatment systems; transom shower; Ernestomeda galley; underwater lights; 5-meter Williams diesel tender; diesel-tender fuel pump

Optional power:

none

Base price: Upon Request

Above: The full-size galley is sited below, in the crew area, freeing up main deck space.



ease of close-quarters maneuvering and the sheer, exhilarating fun of driving from the roof.

The tender launching system is also a model of elegant simplicity: The aft platform lowers to create a slipway, while rollers and an electric winch do the rest. Check out the fuel pump in the garage—a personal filling station for the diesel tender, drawing from the main tanks.

Ah yes, diesel. There's no escaping that this boat uses a lot of it. Arithmetic soon reveals that at full chat, the Pershing 108 is drinking nearly seven gallons a minute. That she does so for nearly 300 nautical miles is testament to her well-shaped hull, efficient drivetrain, and monumental 3,170-gallon fuel capacity.

The triple 2000 M94s are elegantly installed in a surprisingly spacious engine room, the outer two engines set high and forward, the center engine low in the vee. All drive straight aft through three huge Arnesons and six-blade props that lurk just beneath the surface.

What a trio. And what a performance. PMY

■ PERSHING YACHTS

(954) 462-5527.

WWW.PMYMAG.COM/PERSHING.

Top: Upper deck features dinette seating and cool steel-and-leather sunloungers. **Above:** The upper helm's console pops up.



PMY's Numbers | Pershing 108

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	13.1	11.4	51.0	0.26	0.22	742	628	69	0.0
1250	15.3	13.3	83.7	0.18	0.16	513	456	69	1.0
1500	19.0	16.5	149.8	0.13	0.11	371	314	71	2.0
1750	29.4	25.6	200.0	0.15	0.13	423	371	75	2.5
2000	37.5	32.6	273.9	0.14	0.12	399	342	80	3.0
2250	43.0	37.4	346.9	0.124	0.11	354	314	83	3.5
2450	49.4	43.0	412.1	0.119	0.10	339	285	87	3.0

vitals

Propulsion:

3/2,638-hp MTU
16V 2000 M94s;
ZF 3070 gears w/
2.773:1 ratio;
47x64.5 6-blade
nibral props

LOA x Beam:

109'0"x22'0"

Draft:

6'0"

Weight (dry):

216,273 lbs.

Fuel: 3,170 gal.

Water: 528 gal.

Std. power:

3/2,638-hp MTU
2000 M94

Cabins: 1 master,

2 guest, 3 crew

Price as tested:

\$16,500,000 incl.

U.S. delivery

Conditions:

temp: 67°F;

sea temperature:

63°F; **humidity:**

62%; **wind:** 8-12

mph; **seas:** 3';

load: 1,660 gal.

fuel, 620 gal.

water, 10 persons,

3,500 lb. gear;

Speeds are two-

way averages

measured w/

GPS. **GPH** from

MTU fuel monitor.

Range 90% of

advertised fuel

capacity. **Decibels**

measured on A

scale. 65 dB-A

is normal

conversation.

Above: The engine room's arrangement is tight but beautifully executed, with triple 2,600-hp MTUs.



Ticket to



Above: The 64 Fly has substantial outdoor space for a boat in her class, and that distinctive, rounded, gozzo stern and eye-pleas-



Paradise

THIS ITALIAN-MADE
YACHT IS BUILT FOR FUN
IN THE SUN, AND SHE
PLAYS THE PART WELL.

TEXT BY KEVIN KOENIG
PHOTOS BY JIM RAYCROFT

I distinctly remember going to the zoo when I was a kid and seeing a cheetah in its cage. It had plenty of room, lots of red meat, and a nice warm rock to lounge on. The big cat seemed happy enough. But I wasn't. It all seemed a little too controlled, a little bit removed from real circumstance. Even as a little boy I intuitively knew: You don't pay money to see a cheetah pace a cage; you want to see it run in the wild.

I mention this not because I'm particularly into jungle cats but because I was reminded of it recently in Bimini where I was testing the Apreamare 64 Fly. Now normally for a PMY boat test, one of our editors flies down to Fort Lauderdale in the morning, gets on the boat, runs it through a series of tests to collect data for our charts, gets a feel for the boat's agility and seaworthiness, and then hops on a plane and is back home, sometimes within 24 hours. The process is well controlled and very efficient. But sometimes it feels like seeing a cheetah in a cage. You get a chance to see what a boat can do, without getting a glimpse of what she actually does.

Which is to say that my test of the 64 Fly would be quite different. I was going to test the boat in the kind of environment for which she was designed—a cruise in the Bahamas.

The very first thing I noticed about the 64 as I approached her at the docks in Bimini was her unusual lines and throwback look. The boat seamlessly melds an old-school, salty profile with a dash of aggression, served up in large part by her exaggerated bow flare. The distinctive rounded stern also sets her apart. Apreamare—in a tip of the cap to its Italian heritage—modeled it after the traditional Sorrentine fishing gozzos, which had rounded sterns so their fishing nets would not

ing, optional blue-and-red hull paint should make quite an impression wherever you dock her.



Top: The rounded edges in the saloon are kid-safe. **Above:** The master ably maximizes space with a diagonally situated berth.

EXCLUSIVE: APREAMARE 64 FLY

get fouled when being hauled in. The choice is now purely aesthetic, a distinctive and utterly cool design characteristic that lets the boat stand out at the dock without sticking out. And when paired with an optional blue-and-red paint job, she makes for one hell of a fine-looking boat.

Stepping aboard I was introduced to the boat's owners, Michael and Melissa Ryan, and their two-year-old son Thomas (Michael and Marc-Udo Broich run Maestro Yachts in the Americas). The young family seemed like a perfect match for the boat. Michael is a former beer distributor from Flint, Michigan, with a mop of white hair that calls to mind Albert Einstein, if Einstein had said "screw physics" and lived his life like it was a Jimmy Buffet song. One of the first things he said to me

was "I just love being out on the water, and if I can have a cold Budweiser in my hand when I'm there, even better." The 64 can certainly oblige his wishes. She was designed as a "sun-worshipper's boat" with plenty of outdoor spaces in which to congregate and soak in some vitamin D while enjoying a frosty beverage. Her forward sunpad-and-lounge area (easily accessible thanks to wide side decks), cockpit, and roomy flying bridge are distinct spaces that harbor a certain livable *feng shui* that Melissa says is her favorite part of the boat. "It feels larger than it is," she told me "because these areas are very separate but work together so well."

One drawback to all of this outdoor space is somewhat unavoidable.

To create exterior room, particularly in the stern, which already sacrifices square-footage due to its rounded shape, the 64's saloon is somewhat smaller than one might expect on a boat of this size. But it's still highly livable. For the Ryans, an important detail on the main interior deck is that there are very few sharp edges. Most everything is rounded off, which is a smart design feature on any boat but particularly reassuring when you have a high-energy, tumble-prone two-year-old tearing around the place with an ever-present ice cube crammed firmly in the side of his cheek.

As we cruised out of Bimini harbor and into open water, I noted the boat's smooth ride. Granted, the ocean was preternaturally calm during the test, but the boat's deep-V hull with 16 degrees of deadrise at the stern coupled with a generous 18'3" beam still had her rumbling along with nary a jostle. With a true fishboat-derived hull, the 64 is built for rough water in open seas (that aggressively flared bow isn't just for show). In fact, it occurred to me that if she lost her beefy swim platform, and the convertible sunpad/dining area in her cockpit, the 64 would be eminently fishable. Her agility also impressed me. At just under WOT, I took the boat hard over in less than two boat lengths. That's serious stuff.

Our cruise took us by the imposing wreck of the *Sapona*, a concrete ship of some fascinating provenance on our way to Honeymoon Harbor, a popular anchorage on the north end of Gun Cay. You know those escapist posters people hang in their cubicles, of islands with sugary sand and unbelievably blue water and maybe a lone palm tree offering succor from the sun? Smart money says pretty much every single one of those pictures was taken in



The Basics

Standard equipment:

power-assisted BCS hydraulic steering; ZF electronic controls; 17-kW Mase genset; 48,000-Btu Dometic A/C; 2/E120 Raymarine MFDs and ST7002 autopilot w/ 2/controls (one at upper helm, one at lower helm); Vetus 9.5-hp electric bow thruster; Fireboy automatic fire-extinguishing system in engine room; Bose Lifestyle 18

entertainment system; 2/Isotherm refrigerators; four-burner Miele cooktop; Isotherm icemaker; duplex Racor fuel-water separators for engines

Optional equipment on test boat:

Prestige interior (includes marble countertops, hand-laid tiles, upgraded leather and fabric throughout); upgrade to 60,000-Btu A/C; 22-kW Mase generator; Bose Lifestyle 18

entertainment system; Bose 321 GS entertainment system; KVH TracVision M7 satellite TV; additional Raymarine E120 MFD; additional Isotherm icemaker; Miele washer and dryer; dinnerware, cutlery, and glassware in galley

Optional power:

various

Base price:

\$2,500,000

Above: Those big saloon windows ensure you'll have a great view while using the galley.



Honeymoon Harbor.

We dropped the anchor and sampled some antipasti before jumping into the tender for the short hop to shore. There we partook in the activity for which the Harbor is perhaps best known: feeding the stingrays. The rays there—some of which are as big as welcome mats—have made a habit of swimming right up to wading humans, and using their sandpapery lips to docilely suck shrimp and other bits of food right out of their fingers. It is, to say the least, a strange sensation.

Not content just to wade, Broich and I grabbed snorkel equipment and splashed into the shallows. Underwater, rays glided eerily by in their crystal-clear universe, hungry for the abundant shrimp now dotting the water. A curious barracuda darted up to take a look at the intruding humans with a fearless, menacing eye. Then from off the tip of the beach, a shadow emerged, carving a lazy but unwavering path towards us. Shark! But it was just a nurse shark, and unthreatening, even when some of his more aggressive four-to-six-foot-long cousins soon joined him, swarming around us like pedestrians at a busy city crosswalk. Broich and I caught eyes and nodded excitedly. Then something zipped across the perimeter, where the clear shallows break off into a deep-blue hollow. I cocked my head. Whatever it was, it wasn't a nurse shark. And there it was again, torpedoing closer this time. I made out a streamlined head and an unmistakably sturdy body. I popped my head out of the water, and without even thinking to remove my snorkel shouted "Hats-a-buhhh-shahk!" to Marc. He looked over at me quizzically. I took out my mouthpiece. "That's a bull shark," I repeated. We subsequently made our way closer to shore.

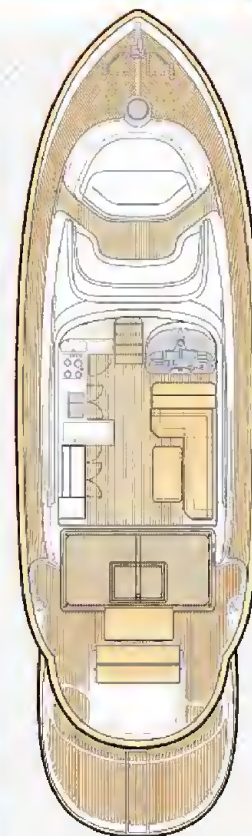
Back on land I found Michael in full island mode. He was sitting straight-legged on the beach, a cold beer nestled next to him as Thomas gleefully piled wet sand onto his father's belly. "Honey," he called out to his wife, who was dipping her toes in the warm tropical waters, "We're too upright. I think we need to relax more." With his 64 Fly bobbing peacefully on the hook in the background, something told me that wouldn't be a problem. PMY

■ MAESTRO YACHTS LLC

(954) 651-9210.

WWW.APREAMAREYACHTS.COM.

Top: That cockpit dining area converts into a sunpad. This boat was designed with the sun-worshipping crowd firmly in mind.



PMY's Numbers | Apreamare 64 Fly

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	9.9	8.6	14.0	0.71	0.61	668	581	69	1.0
1250	11.1	9.7	30.0	0.37	0.32	350	304	71	3.0
1500	14.6	12.7	48.0	0.30	0.26	287	250	73	4.0
1750	19.2	16.7	66.0	0.29	0.25	275	239	74	5.0
2000	26.0	22.6	88.0	0.30	0.26	279	243	76	4.5
2250	30.1	26.2	104.0	0.29	0.25	274	238	78	4.0
2350	32.2	28.0	114.0	0.28	0.25	267	232	78	4.0

vitals

Propulsion:

2/1,1000-hp
MAN V10
Common Rails;
ZF 500 11V gears
w/ 1.964:1 ratio;
42"x32" Nibral
props

LOA x Beam:

63'8"x18'3"

Draft:

4'9"

Weight (dry):

65,036 lbs.

Fuel:

1,050 gal.

Water:

200 gal.

Std. power:

2/1,1000-hp

MAN V10

Common Rails

Cabins:

1 master, 1 VIP,

1 guest, 1 crew

Price as tested:

\$2,750,000

Conditions:

temp: 85°F;

humidity: 74%;

seas: 1'; load: 525

gal. fuel, 200 gal.

water, 6 persons,

100 lbs. gear;

Speeds are two-

way averages

measured w/
GPS. **GPH** taken
from MAN fuel-
monitoring sys-
tem. **Range** 90%
of advertised fuel
capacity. **Decibels**
measured on
A scale. 65 dB-A
is normal conver-
sation.



Above: Unless the weather is inclement, you'll want to take advantage of the sun at the bridge helm.



MEGA YACHTS

PMY, the long acknowledged source for large-yacht enthusiasts, is bringing special focus on some of the newest launches and most innovative shipyards in the world in this section. Envelope-pushing design, cutting-edge technology, and unparalleled sophistication are the hallmarks of the vessels built at these highly prestigious yards.

For 25 years, PMY has been the global leader in tallying and tracking the world's largest yachts. This special section features the latest advancements coming from the most accomplished yards that continue to persevere with strength and produce the most innovative builds in the world.

Please enjoy this special showcase that includes the latest construction techniques executed with style, sophistication, and above all the passion to build the most desirable megayachts in the world.



ABEKING & RASMUSSEN 60M YACHT KAISER

Kaiser is the German word for Emperor. As her East European owner adores the reliability, the efficiency, and the quality of the Germans, he chose this name for his brand new 60-meter twin-screw yacht. Following a successful hand over to the owner's representative, this latest of Abeking & Rasmussen's highly esteemed 60-meter-range motoryachts was waiting at the A&R quay for the last step in the whole building process: the launch party. It was quite something—huge and to be remembered.

Kaiser was delivered by the famous shipyard Abeking & Rasmussen at Lemw-erder near Bremen, on the banks of the river Weser, exactly on time. Kaiser imposes the momentary end of a list of 60-meter yachts as Excellence III, Lady Sheridan and Elandess, which all have been quite improved by the experiences the shipyard has made with their prede-

cessors. While the naval architecture and the exterior design have been developed by Abeking & Rasmussen, the true Germanic interior came from Bannenberg & Rowell, which meant a huge challenge for them. The building of the interior comes from the onsite manufacturer Rodiek, which also built the furniture of Elandess and many others.

For her proud owner, Kaiser simply represents the best of the best. After the launching party, he headed with his new yacht towards the Mediterranean.



ABEKING & RASMUSSEN

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AZIMUT

35M MOTORYACHT

This magnificent 35-meter motoryacht has been designed by Stefano Righini in perfect harmony with Azimut's styling department, while her inside decoration was done by Carlo Galeazzi.

Stefano Righini has once again excelled in creating a two-and-a-half deck yacht with ample open deck spaces and a long line of windows on both decks, which serve to reinforce the feeling of a yacht that is open to the sea and the surrounding panorama.

The Azimut Grande 116 has, in fact, two rigid sunroofs on the flying bridge supporting a canvas sunscreen that can provide shade to three quarters of the sun deck area. Here four different zones have been created, catering to relaxation, dining, and conversation. The fly has been designed for cruising and is equipped with accessories like the large,

round barbecue, a teak-and-marble corner bar complete with refrigerator, a sink, an icemaker, and a Jacuzzi with aft sunbathing area and shower. The helm is to port while an intimate lounge and coffee table are located starboard.

The spacious main deck offers ample seating and alfresco dining for up to 16. The dining table can be electronically repositioned or converted to a large sofa. In the saloon there are several sofas with soft colors to guarantee the best comfort for the owner and guest. The galley is fully equipped; there is also a big dinette for the crew with a TV to guarantee maximum privacy for the owner and his guests. The private sitting media room can be converted to an extra cabin with adjoining en suite facilities and is located on the top of the main deck. The owners' cabin has a large bed with an intimate conversation area to starboard with two

sofas and a vanity desk. The large head has a Jacuzzi hydromassage bathtub, a large shower with integral hydromassage accessories, and a countertop with double marble washbasins. Identical VIP cabins are aft and are illuminated by two large portholes. The other two cabins with twin beds are positioned further forward. All of the beds in the cabins have easily accessible storage areas underneath that solve the problem of where to put all the linen. Their heads have marble countertops and a large shower.

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BENETTI

CRYSTAL 140'

Benetti, the leading Italian shipyard for the construction of megayachts with composite hulls, has recently launched Crystal, a 140-footer that is part of its Class range. She creates a classic style with a contemporary twist and new details, which represent more than a century of experience. Four habitable decks and a stern area dedicated to guests and not to the tenders.

Crystal takes you to enchanted places in the absolute safety provided by her displacement hull, with its inherent environmental friendliness that ensures low fuel consumption and tranquil navigation with few waves. She provides a unique chance to enjoy the sea in grand spaces above and below deck. Crystal is an innovative yacht that has been designed for an owner who has great respect for the sea and knows how to savor the pleasure of cruising.

Crystal is the ultimate masterpiece in terms of interior layout, in which space and light have been distributed so as to outdo competition and make the most of the entire area in the beautiful hull. The area usually used as a garage for tenders, personal water craft, and other equipment has been moved forward, with a side opening. The transom can thus be entirely dedicated to a beach area, where the guests have a shower, restroom, refrigerator, kitchen and arm-chairs at their disposal. Distributing the lower deck in this manner has also been possible due to the very rational engine room. On the main deck: there is the living area with its kitchen. The owner's cabin is at the bow with a window that overlooks the sea. On the upper deck there is a dining table aft with a glass door that closes a semicircle with an impressive full view of the sea. A glass partition can close off this space inside the

living area so it can be air conditioned. The sun deck is a large, open-air area where the funnel has a different function than its traditional one: it hides the technical services and storage spaces.

Crystal reaches just over 140 feet in length and 30 feet in width. She is powered by two Caterpillar C32 ACERT engines at 1,450-hp, and her maximum speed at half load is 15 knots.

Benetti
ITALIAN EXCELLENCE SINCE 1873

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CRN

72M AZTECA

CRN, the luxury builder of fully custom yachts that is part of the prestigious Ferretti Group, strengthens as one of the most successful shipyards in the world. The yard currently boasts 21 megayachts for CRN and Custom Line brands in its production realm and recently celebrated three launches from its active shipyard in Ancona, Italy.

One of CRN's most notable achievements was the launch of its 72m Azteca, one of its latest triumphs in the custom mega-yacht space. Azteca fully satisfied its original and current owners' desire to build the perfect, effortless entertainment haven with reverence to the sea which surrounds it. Designed inside and out by the shipyard's exclusive design firm, Nuvolari-Lenard under the guidance of CRN's in-house naval architects and engineers and the company's dynamic Chairman and Chief Sales & Mar-

keting Officer, Lamberto Tacoli, Azteca inimitably connects its owner to the sea.

Each CRN vessel is created to mirror the particular tastes and likings of its individual owner. Azteca's original owner's desire to be "one with the sea" was the driving force behind every aspect of this CRN creation. Low-key luxury and a Mediterranean elegance underscore its design intricacies. Teak floors encompass its exterior environments, providing the perfect backdrop for its simple-chic outdoor furniture. The sun deck provides an outdoor gym with easy access to a large 33' ft Riva tender and several Jet-skis. Both the main and bridge decks offer large outdoor dining areas with sunpads, Jacuzzi, full bars for alfresco service.

One of the most unique features aboard Azteca is the exclusive "beach club"

area. This refreshingly innovative concept encompasses 1,000 sq. feet that unfolds from the yacht's transom door, revealing an entirely new indoor/outdoor living area that mirrors the world's leading spa & beach clubs. A full salon, wet bar, lounge and recreational entertainment area are also featured on the transom, which folds out directly over the water creating close contact with the sea. Azteca reigns as a rarity out on the water.



CRN-FERRETTI GROUP
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CUSTOM LINE

124'

Navigating into new territory, Ferretti Custom Line shipyard has introduced the largest model of the Custom Line fleet, the new Custom Line 124'. The new flagship embraces a razor-sharp hull design that is beautifully blended with the shipyard's traditional aesthetic to match its enhanced performance. Engineers have successfully identified the most suitable engines for the new project, outfitting it with new MTU 4000 Series V16 engines, effectively launching the 124' into a whole new stratosphere for a yacht of this category and powering it to 3500 hp. Hull # 3 is currently under construction and the Americas will see their first model just in time for next year's Miami Boat Show in February.

Developed through the close working relationship between Studio Zuccon International Project, AYT - Advanced Yacht Technology, the Ferretti Group's naval re-

search and design centre, and the team of architects and designers at the Centro Stile Ferrettigroup, the Ferretti Custom Line 124' is distinguished among its counterparts. Modern elegance intermixes with enhanced performance technology to fulfil this particular market segment and satisfy Custom Line's passionate enthusiasts. The typical fly-bridge features are now accommodated on the bridge deck to maintain a low profile and sleeker, sporty exterior. The latest version was fitted with both fin stabilizers and Mitsubishi Anti-Rolling Gyro (ARG) technology to maintain an even keel for a flawless journey out on the water.

Ferretti Custom Line prides itself on fully customizing a yacht to create the perfect fit for its owner. Its architects meticulously design every aspect with perfect space planning and luxurious accents.

All four guest cabins on board are equal in size and feature large windows allowing for an open air spacious feel. The main salon also features two fold-out terraces, an incredibly innovative feature on the new Custom Line models. An enclosed bridge salon comes fully equipped and can be converted into a cinema screening area. A large garage can accommodate an 18' ft. tender and doubles as a swim platform which can open while docked at port. These are just a few of the new Ferretti Custom Line 124' features and enhancements. The new model will soon embark for its journey to the U.S.



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CHEOY LEE 151' MAZU

Mazu, the sistership to Marco Polo, is nearing completion at the Cheoy Lee shipyard. Her anticipated arrival in the U.S. is scheduled toward the end of September, in time for the Fort Lauderdale International Boat Show. Like Marco Polo, Mazu was also created by Naval Architect Ron Holland in conjunction with MMC and built by Cheoy Lee Shipyards meeting every expectation with flawless success. Her amazingly low carbon footprint has put Mazu in a category as one of the Greenest yachts of its size in the world, benefiting from a very evolved commercial engineering and naval architecture background. This approach not only offers the owner greater reliability, but also 35 % (or better) fuel savings. Mazu has also had the advantage of her sisters' extensive long-range voyages to refine her with such upgrades as added length to the swim platform, a hardtop on the flybridge, and retractable

awnings on each aft deck. She also features improved access and a third 90kW generator to her forward water-tight machinery room. Mazu is very similar to her sistership in decor but differs in the way of additional crew space thus giving accommodations for a total of 12 in crew. Her exterior is a drastic departure from her sistership with beautifully executed paint work, in a very dramatic high-gloss deep red hull finish. If that doesn't put the "wow" in the wow factor, what does? For information or an appointment to see Mazu please contact Marty Isenberg Cheoy Lee shipyard representative, at (954) 448-0561 or email martyi@cheoylee.com.



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FEADSHIP

81M AIR

The newly launched 81-meter Feadship Air has an exceptionally sleek and elegant exterior with modern lines, while also incorporating a distinctive Feadship flared bow. She is the first superyacht built under Annex 2 of LY2 to have a fully certified commercial helicopter pad. This requirement represented a major challenge in terms of styling, and the designers at De Voogt Naval Architects have achieved something very special indeed by ensuring that Air's elongated aft deck remains in perfect proportion to the rest of the giant yacht. Meanwhile, her unique matte-black hull has been painted using a special environmentally friendly nano coating technique.

A highly sophisticated, minimalistic design makes for a stunning interior. Main materials used include matte-finish sycamore, leather, matte-finish special paint, high-gloss stainless steel, palladium

leaf, backlit white onyx, off-white and black limestone, and a wealth of carved glass. An undoubted highlight in terms of the luxury spaces is the owners' observation lounge with a breathtaking vista over the eight-meter-long pool on the vast main-deck forward area.

Great views are also assured from the magnificent sundeck, which offers many relaxation options such as a gym, lounging areas aft and forward with Jacuzzi, and a 102-inch pop-up TV screen for outdoor movie viewing. Air carries two 9.8-meter tenders in dedicated and fully enclosed bays. There is also a large foldable swimming platform with bar from which to watch the world go by. The owners of Air have built at Feadship before and are a wonderful example of repeat clients who have thoroughly enjoyed the experience of building a Feadship. With her Harley-Davidson-

black hull, Air is an exceptional superyacht that showcases Feadship's ability to create truly one-of-a-kind vessels for the most discerning customers.

Air is exclusively available for charter via IYR (International Yacht Register) and the Feadship charter division.

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Lürssen's connection to shipbuilding is as deep-rooted and individual as only family bonds can be. After five generations and more than 135 years of cultivating the most refined skills and advanced technologies, this shipbuilding family can look back on a number of remarkable achievements. These include the world's first boat propelled by an internal combustion engine, launched 125 years ago this year. The motorboat REMS, equipped with a 0.462-liter, 1.5-hp Daimler engine, was unveiled to a group of specially invited guests on the Waldsee lake in southern Germany in October 1886.

This pioneering vessel marked the beginning of a blossoming motorboat market—and Lürssen's rise to market leadership. But it was founder Friedrich Lürssen's son Otto who achieved the next milestone. Propelled by his passion for fast boats, the company entered an 8-meter speedboat in the 1911 Champion of the Sea race in Monaco. The Lürssen-Daimler, with a wooden hull and 102-hp gasoline engine, came in first, with Otto Lürssen at the helm. After setting a new world record with speeds of around 31 mph, the Lürssen-Daimler went on to win two more prestigious prizes in the same year, the Prix de la Cote d'Azur and the Grand Prix des Nations.

The spirit of innovation and nautical excellence that made these achievements possible continues to this day in every yacht Lürssen builds. And as even Otto Lürssen would agree, speed isn't every-

thing: "We at Lürssen build ships for our clients," says managing director Peter Lürssen, putting the family's deep commitment to the art of the custom-built yacht in a nutshell. The most recent vessels to leave the Lürssen shipyards are the living proof.

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MARLOW EXPLORER

97E

The debut of the Marlow Explorer 97E at the Miami International Show was the result of many years of research in hull efficiency and composite construction. Following similar build designs of modern commercial aircraft construction, Marlow Yachts does not build a hollow thin skin, then frame it with a container full of framing woods. The bulkheads' purpose in a Marlow is to describe accommodations, as opposed to supporting a weak skin, resulting in a structure of enormous strength.

Hull No. 1 features a grand salon and a separate formal dining room for entertaining. There is also an ondeck door opening, which leads to the U-shape galley, allowing fresh air into it if desired. Other layouts are available.

The ondeck master has direct entry from the salon or through a private door to the

exterior. Located belowdeck are six beautiful guest cabins plus aft crew quarters. Late-night snacks can be found in the guest area's own private commissary. Full laundry facilities are easily accessible.

The Marlow-developed solar roof system is used to recharge house batteries, offering seamless 8-kW inverter power for onboard appliance use. Two country kitchens are outside; the expansive aft deck and enormous flying bridge area provide convenient day heads on the upper and lower deck. A hydraulic transom door and swim platform allow brilliant access to water toys and the crew's quarters, which is equipped with a compact and functional crew galley. This long-distance vessel has a range of 3,400 miles at 10 knots, a fast-cruise speed of 26 knots, and a top speed with moderate load of 30 knots.

Marlow Yachts enjoy the highest rating available under CE Ocean Class, but also feature "unrestricted navigation" certificates issued by Bureau Veritas. No other yacht in her class has attained these certified levels of safety at sea. This highly innovative yacht is approved by ABS, Bureau Veritas, Lloyds Germanischer, United States Coast Guard, ABYC, NMMA, and other governing bodies worldwide.



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With its aggressive lines and sharp, long bow so characteristic of the range, the Predator 115 has the exterior deck space of a yacht but remains "Predator" in her look, with an exemplary level of onboard luxury.

Built to RINA classification and providing for a guest party of up to 10 with a crew of five, this Predator has a raised wheelhouse and full flying bridge and so presents even greater entertainment opportunity, whether in party mode or full-bore passagemaking. Capable of reaching an impressive 26 knots, the Predator 115 has a cruising range of up to 1,250 NM.

On the main deck there's the familiar master suite forward and a mansion-style galley. Moving aft, the huge open-plan saloon with partial-screen-divided dining and sitting rooms comfortably accommodates a guest party of ten. The surrounding paneled and inset cabinetry neatly conceals the infrastructural services such as climate control and the surround-sound entertainment system, which includes a rise-and-fall TV.

The lower deck is home to four guest suites with the option of swapping them for full-beam suites. All enjoy glorious daylight from the broad expanse of hull-inset windows, and right through to the en suites, there is a very high level of finish and fitting from marbled flooring to design house ceramics and infinity shower trays.

In the hi-tech wheelhouse, the 115 shares the same big-yacht technology as her larger sisters, such as a Tjissen computerized ship-management system, while out on deck she similarly shares both a huge flying bridge and aft garage housing an optional tender of up to 5.5 meters and two jet-skis.



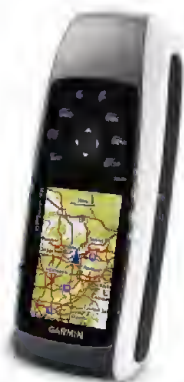
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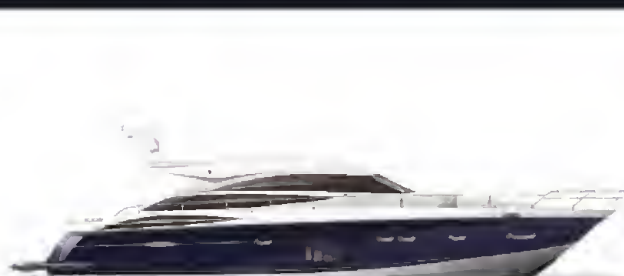
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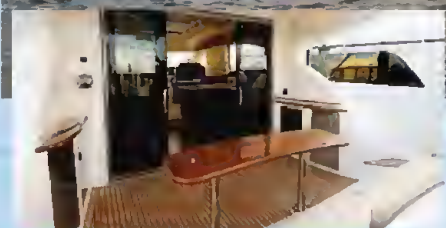
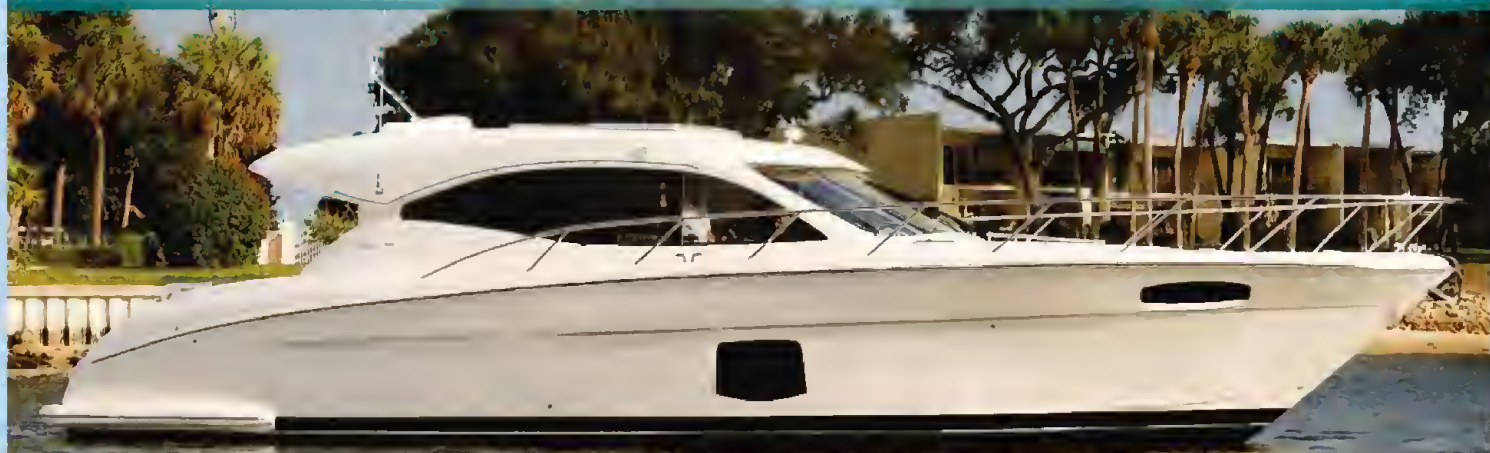
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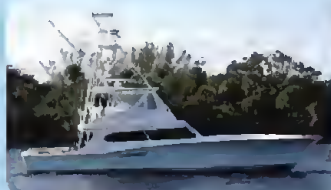
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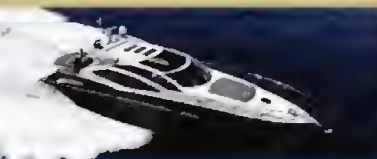


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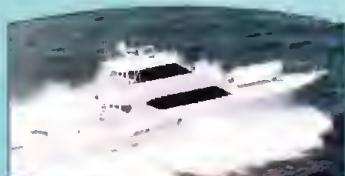
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\$795,000 | Geoff Zimmerman, 305.849.1055

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Magic Touch | 1991 58' Monterey
\$698,500 | John Dial, 561.445.0078



El Tejano | 2005 57' Bertram
\$975,000 | Judy Torrey, 561.312.4125



Triple Net | 2006 57' Bertram
\$1,299,000 | David Schlegel, 954.775.5124



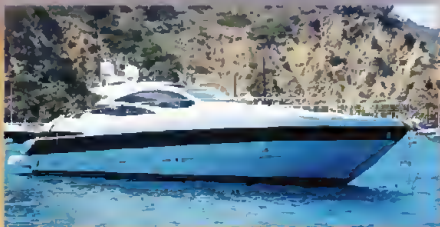
Wild at Heart | 1993 54' Rybovich
\$689,000 | Sean Fenniman, 772.260.1628



Spinmaster | 2007 51' Bertram
\$999,000 | Chris Coughlin, 239.776.4449



VOV | 2006 51' Mochi Craft
\$890,000 | David Schlegel, 954.775.5124
Not for Sale or Charter to US Citizens while in US Waters



Catch Me If You Can | 2005 50' Pershing
\$795,000 | Bob Martin, 305.710.3952



Scarlett Lady | 2009 48' Formula
\$525,000 | Bob Gonnelli 401.619.3622



Take Five | 2000 46' Ferretti
\$499,000 | Eric Frank, 954.600.0369



Knight Cru | 2006 45' Cabo
\$799,000 | Sean Fenniman, 772.260.1628

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Yacht Sales



2008 Viking 64 Convertible



2012 Viking 60 Convertible



2010 Viking 50 Convertible



2012 Viking 42 Open-Pod Drives



2001 Viking 61 Convertible



2006 Viking 56 Convertible



1998 Viking 55 Convertible



1987 Bertram 54 Sportfish



2002 Viking 52 Convertible



2001 Viking 50 Convertible (also '97)



2006 Viking 48 Convertible



2005 Viking 48 Convertible ('02&'03)



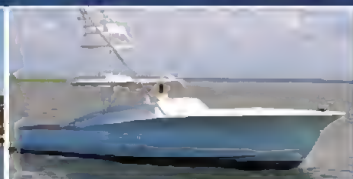
2000 Viking 47 Convertible



2007 Viking 45 Convertible



2008 Ricky Scarborough 50



2009 Custom Carolina Gilliken 45

FEATURED BOAT



2008 VIKING 60 CONVERTIBLE
"Episode" has custom looks, a fast, dry ride, and gorgeous insides. She is quite literally loaded-electronics, satellite TV/phone, Release chairs, home theater, custom teak & more. Professionally maintained and ready to fish.

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- 81' Burger Classic Cockpit Motoryacht 1967
- 70' Viking Sport Cruiser - One owner - 2005
- 65' Viking Sport Cruiser V65-2006 & 2000 (2)
- 65' Romsdal Trawler-reduced \$100k! 1962
- 64' Viking Convertible-Never fished 2008
- 62' Buddy Davis Sportfish-New listing! 1977
- 61' Viking Sport Cruiser MY- 2004 & 2005
- 61' Viking Convertible - Mezzanine! 2001
- 60' Viking Convertible - NEW 2012 In Stock!
- 60' Viking Convertible - LOADED! 2008
- 60' Jefferson Marquessa MY - Freshwater 1987
- 58' Custom Carolina Taylor Made 2000
- 58' Viking Sport Cruiser V58 - Nice! 2005
- 57' Custom Carolina- Great Charter! 2001
- 56' Alden Downeast Flybridge 1996
- 56' Alaskan Raised Pilothouse 2006
- 56' Viking Convertible - '07 Updates- 2006
- 55' Viking Convertible - '08 Updates - 1998
- 55' Sea Ray Sedan Bridge 550 - 1993
- 55' Ocean Convertible-Reduced! 1990
- 54' Custom Carolina Alex Willis 2005
- 54' Sea Ray 540 Sundancer- 1999 & 2000 (2)
- 54' Bertram Sportfish-One owner-1987
- 54' Hatteras Motor Yacht - Reduced! 1987
- 53' Elco Commuter-Restored! 1937
- 53' Jarrett Bay Custom-New paint 1993
- 53' Cavilee Convertible-only 145hrs-'05
- 52' Viking Convertible - Mezzanine 2002
- 50' Cruisers 5000 Sedan - CAT power 2001
- 50' Hatteras Convertible - Pro kept - 1999
- 50' Fairline Phantom-low hours 2002
- 50' Omie Tillett Custom Carolina 1977
- 50' Ricky Scarborough Custom 1982
- 50' Ricky Scarborough Open 2008
- 50' Viking Convertible-2001, 1997 (2)
- 50' Viking Convertible - New 2010!
- 49' Cruisers 490 Sedan-Loaded! 2006
- 48' Viking Convertible-Mezzanine '05
- 48' Viking Convertible - CRM power 2006
- 48' Viking Convertible-2002 and 2003
- 48' Viking Convertible - Updated! - 1988
- 48' Sea Ray Motoryacht-3strms! 2004
- 48' Chris Craft 480 Catalina MY 1988
- 47' Davis Convertible-Upgrades - 1991
- 47' Viking Convertible - Fresh motors 2000
- 42' Viking Open - NEW 2012 In Stock, IP5!
- New Regulators 23' - 34' Clearance!
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BLUEWATER

Yacht Sales



2005 Viking Sport Cruiser 70 FBMY



2006 Viking Sport Cruiser V65



2000 Viking Sport Cruiser V65



2004 Viking Sport Cruiser 61 FBMY



2005 Viking Sport Cruiser 61 FBMY



1987 Jefferson 60 Marquessa MY



2005 Viking Sport Cruiser V58



2006 Alaskan 56 Raised Pilothouse



1996 Alden 56 Downeast FBMY



2000 Sea Ray 540 Sundancer



1999 Sea Ray 540 Sundancer



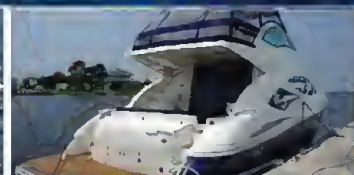
1937 Elco Commuter Restored



2001 Cruisers S000 Sedan



2002 Fairline S0 Phantom



2006 Cruisers 497 Sedan



2004 Sea Ray 48 Motoryacht



1998 Sea Ray 45 Sundancer



2003 Cruisers 4450



2004 Cruisers 45 Express



2006 Cruisers 420 Express IPS



2011 Brooks 34 -
IPS drives available now.
Outboards build available.



New Regulators from 23' to 34' -
Clearance!



1999 Hatteras S0 Convertible



2005 Cavaleer 53 Convertible



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 1985 Bertram 68 \$445,000	 1985 Hatteras 61 MY \$399,000	 2001 Custom Carolina 56 \$379,000	 2006 Cruisers 560 \$650,000	 2000 Sea Ray 560 DB \$375,000	 1988 Ocean 55ss \$195,000																
 2002 Bayliner 4788 \$250,000	 2000 Sea Ray 460 \$189,000	 2006 Cruisers 460 \$389,000	 1978 Pacemaker 46MY \$75,000	 1988 Grand Banks 46 \$245,000	 1999 Ocean 45 SS \$269,500																
 2005 Sea Ray 420DA \$240,000	 2004 Post 42 \$400,000	 1997 Maxum 4100 SCR \$99,900	 2000 Sea Ray 410EC \$138,000	 1988 Viking 41 \$169,000	 2008 Rinker 400 Express \$299,000																
 2006 Fountain 38TE \$159,900	 2004 Meridian 381 \$159,900	 1964 Tiffany 38 \$149,000	 2007 Fountain 38 \$275,000	 1988 Chris Craft Catalina \$58,000	 2005 Cruisers 375MY \$150,000																
 2004 Riviera 37 \$259,000	 2003 Luhrs 36C \$175,000	<h2>Some Recent SOLDS</h2> <table> <tbody> <tr> <td>2001 Silverton 453</td> <td>\$229,000</td> </tr> <tr> <td>2005 Sea Ray 420</td> <td>\$239,000</td> </tr> <tr> <td>2007 Tiara 3900</td> <td>\$298,000</td> </tr> <tr> <td>2003 Cruisers 3750</td> <td>\$159,000</td> </tr> <tr> <td>2004 Cruisers 370</td> <td>\$135,000</td> </tr> <tr> <td>2006 Formula 37PC</td> <td>\$215,000</td> </tr> <tr> <td>2006 Regal 3560</td> <td>\$115,000</td> </tr> <tr> <td>2003 Sea Ray 340</td> <td>\$ 99,000</td> </tr> </tbody> </table>		2001 Silverton 453	\$229,000	2005 Sea Ray 420	\$239,000	2007 Tiara 3900	\$298,000	2003 Cruisers 3750	\$159,000	2004 Cruisers 370	\$135,000	2006 Formula 37PC	\$215,000	2006 Regal 3560	\$115,000	2003 Sea Ray 340	\$ 99,000	 2006 Rinker 360 \$108,000	 2002 Chaparral 350 \$100,000
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2003 Sea Ray 340	\$ 99,000																				
 2004 Cruisers 340 \$94,000	 2005 Cobalt 343 \$115,000	 2004 Mariner Orient 34 \$161,000	 2009 Rinker 340 \$140,000																		
 2004 Four Winns 328 \$75,000	 1986 Blue Seas 31 \$89,500	 2006 Larson 310 \$90,000	 2003 Mainship 30 Pilot \$97,500	 2005 Fountain 29 Fever \$50,000	 2006 Monterey 290 \$75,000																

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Due to an incredible start for 2011 with 79 settled sales, Knot 10 is ready for your boat and wants you to **MAKE THE SWITCH**. See why our premium advertising, 3 office locations, and fresh approach to selling gets results. Call today for a market analysis to see what we would do to **sell your boat** this year!

Fees in Your Wake



2006 Cruisers 477
\$425,000



1995 Bayliner 4788
\$162,000



2010 Sea Ray 47 DA
\$575,000



1973 Chris Craft 47
\$119,500



1999 Bayliner 4788
\$200,000



2006 Regal 4460
\$309,000



1996 Trojan 440
\$149,900



2007 Cruisers 447
\$355,000



2002 Cruisers 4270
\$226,000



1997 Sea Ray 420
\$142,000



2003 Regal 4260
\$185,000



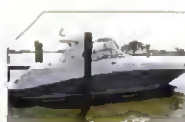
2000 Formula 40PC
\$145,000



1999 Legacy 40
\$365,000

*"I didn't bring my boat to you and Gary because you had a cheap commission structure. I listed with Knot 10 based on reputation and the fact Knot 10 is one of the few brokerage firms that offers **high quality photography, detailed listings, and spends money on print advertising.** The other guys not only charged more (10%) but did not offer the **comprehensive approach that Knot 10 does.**"*

- J. Carey Filling



2005 Sea Ray 390
\$250,000



1999 Silverton 392
\$100,000



1987 Trojan 33M Sedan
\$55,000



2004 Cruisers 375 MY
\$150,000



2004 Four Winns 378
\$129,900



1992 Sea Ray 37 EC
\$39,995



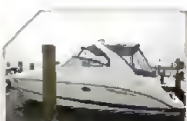
2004 Fountain 35
\$79,900



2006 Mariner 35 Seville
\$198,000



1997 Cruisers 3580
\$100,000



2004 Maxum 3500 Diesel
\$100,000



2001 Carver 356
\$125,000



2002 American Tug
\$249,000



2005 Formula 34PC
\$147,000



2004 Silverton 34C
\$141,000



2006 Carver 33 SS
\$150,000



2003 Silverton 330SB
\$84,900



2003 Carman 32
\$89,900



2005 Glasstream 328
\$73,500

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The latest model from Lazzara Yachts. 4 staterooms plus crew, Walkaround Decks, Largest Flybridge in its class. Next hull available third quarter 2011

Best Available

**JANET | 84' Lazzara Skylounge | 2007 | 3,985,000 USD**

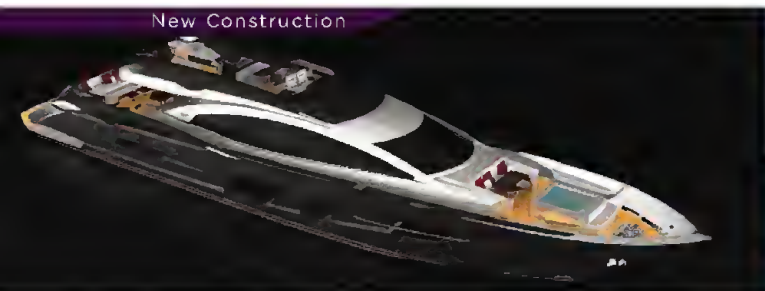
Pristine condition, new factory paint job, walkaround decks, 7 staterooms

2011' Delivery - 37kts

**LMY 85ss | 85' Lazzara LMY | 2012 | UNDER 7,000,000 USD**

Twin CAT C32 Acerts @ 1925 hp, the fastest motor yacht in its' class.

New Construction

**LSX 120 | 120' Lazzara LSX | 2012 | UNDER 17,000,000 USD**

The most technologically advanced express yacht in the world.

New Model

**LSX 92 | 92' Lazzara LSX | 2012 | UNDER 8,000,000 USD**

New model for 2012. Extended flybridge. Full hardtop.

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New To Market

**LOLLY | 80' Lazzara | 2007 | 3,495,000 USD**

Walkaround Decks, Sky Lounge, CAT C32, Newest Lazzara 80 Available!

New To Market

**TOMMY CROWN | 68' Lazzara | 2006 | 1,895,000 USD**

Under 400 hours, Like New, Located in Ft. Lauderdale, Priced to sell

Major Price Reduction

**CASUARINA | 124' Delta | 1998 | 8,499,000 USD**

Maple wood interior, teak skylounge, trans-atlantic, location Stuart, FL.

Price Reduction

**WOW | 106' Burger | 2001 | 6,900,000 USD**

A classic Motoryacht with pedigree, in like new condition.

Great Opportunity

**RISE ABOVE | 58' Lazzara | 2009 | 1,775,000 USD**

Low hours, many options, turn key and ready to go

Custom Series

**WATERFORD | 110' Hatteras | 1997 | 3,995,000 USD**

CAT Powered, four stateroom, great buy. Palm Beach.

New Construction

**LMY 116 | 116' Lazzara LMY | 2012 | UNDER 12,000,000 USD**

On deck Master Stateroom, 27kt top speed, 5 staterooms plus crew

Pristine Condition

**ALL IN | 68' Lazzara | 2005 | 2,195,000 USD**

CAT C-18, Twin Generators, many upgrades, must see

Lazzara
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2006 Marlow Explorer 53C

"Blue Gill" has come to the market for the first time as her owners are retiring from yachting. She is powered with the ever popular CAT C-12 engines providing 700 hp each. She is priced to sell quickly. Call for details.



2008 Marlow Explorer 70E-CB

"Jackpot II" is a Command Bridge Explorer. Powered with 1015hp Caterpillar C18's delivering a top speed of over 25 knots and a cruising speed of 23 knots; she sips just 9gph at 8.3 knots giving range of over 1,800 miles. We are confident you will be impressed.



2007 Marlow Explorer 72E-CB

"Janice Kaye" is an exquisite Marlow Explorer with Command Bridge option. The well laid out interior offers four staterooms and three full ensuite heads. Powered by CAT 1400hp 3412's, she can cruise at 24 knots.



2003 Marlow Explorer 70E

"Happy Endings" has three staterooms, heads and separate full crew quarters. Well maintained, low hours and many recent upgrades, her 800hp CAT's let you cruise at 8 knots for over 1600 miles. Please call today for details.



2006 Marlow Explorer 70E-CB

"X-IT" is the first brokerage 70 Command Bridge. She is customized throughout including an enlarged galley and stunning high gloss interior. Powered by 1000hp CAT C-18's, she cruises effortlessly at 18-20 knots.



2008 Marlow Prawler 37 Classic

Triple Four Stroke Yamaha 250's power this very classy picnic boat. With same construction methods as her big sisters, the Marlow Explorers, "Sea Ya Later" will be the talk of the dock.



2004 Heritage East 42+4

"Knot So Fast" is an extremely well maintained two stateroom yacht with a beautiful teak interior. Her twin Cummins diesels provide an 8.5 knot cruise burning only 4 gph. Please call now for details.



2007 Marlow Explorer 70E

In excellent condition, "Karli Won" is powered with the very popular CAT C-18's, she cruises at a speed of 22 knots. She has many special features and an enclosure on the flybridge providing protection from the elements.



1996 46' Grond Bonks Europa

"Maria" is a meticulously maintained 46 Europa that was designed with a beautiful custom floor plan. Powered by 350hp CAT's she can cruise at over 16 knots. Come see this great vessel at our docks.



2001 Navigatar 56 Classic RPH

This nicely designed yacht with three staterooms, comfortable pilothouse and large flybridge is powered by twin 430hp Volvo diesels. Owner will consider reasonable trades!



1990 Bertrom 505 Convertible

"Foxy Lady" is a well appointed three stateroom sport fish with MANY new upgrades. Powered by the optional 820hp MAN's, she is ready to take you fishing in style.

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Marlow Marine Sales, Inc.



2002 Marlow Explorer 65C
"Tiger Five" is an excellent opportunity to purchase one of the finest raised pilothouse motor yacht produced today. There are three owner and guest staterooms with three full heads and a crews quarters with head and shower. Professionally maintained for her meticulous owners, she is adorned with majestic teak woodwork throughout and the finest finish and products available as are all Marlow Explorers. Powered by CAT 800hp diesels providing 1200 mile range at 10-knots and 18-knot upper cruise speeds. Updated electronics complete a well-equipped go anywhere machine.



2008 Marlow Explorer 53C
Why compromise when you are looking to own a first class yacht. There are many lesser choices than the Marlow Explorer series of motoryachts, and certainly no equals. Miss Ruth is by far the nicest 53C Marlow that has ever been offered for sale. With the proprietary Velocijet strut keel technology and Marlow's RIVAT resin infusion, this yacht, as all Marlow Explorers, lead the industry with innovation. Benefit from this unique opportunity to own this meticulously maintained Marlow Explorer.



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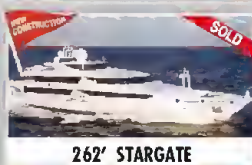
361' DARIUS



280' +/- CONFIDENTIAL



262' CONSTELLATION



262' STARGATE



258' PRINCESS MARIANA



244' ECO



212' MY SHANTI



205' ANTHELION



205' LADY LOLA



205' +/- CONFIDENTIAL



204' CAKEWALK



200' SECRET



200' LIONESS



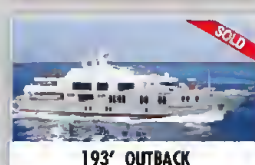
200' MYLIN IV



197' AMBROSIANA



197' ALFA FOUR



193' OUTBACK



192' IZANAMI



192' RONIN



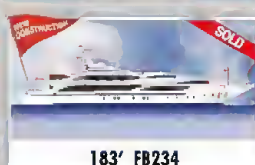
192' OCTOBER ROSE



192' SAKURA



184' SAMANTHA LIN



183' FB234



183' LAOY SHEILA



183' FB225



183' FALCON



180' SEA SEDAN



180' CLAIRE



180' TITS



177' SEAHAWK



177' AMBROSIA



170' DREAM



170' ALFA



170' MILANOIA



170' ACCLAIM



170' GOLDEN BAY



165' ACCOLADE



165' LAOY S



164' H&H



164' TIGRE 005



164' TEDDY



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302' EVERGREEN



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282' ECSTASEA



282' Y706



244' KATANA



241' SAPPHIRE



230' REVERIE



214' TRIDENT



212' NIRVANA



203' RASSELAS



203' ANDALE



203' AVIVA



203 +/- CONFIDENTIAL



200' SECRET



197' AVIVA II



194' LADY SHEILA



194' PEGASUS



194' ALTAIR



194' SENSES



192' LIBERTAD



192' OCTOBER ROSE



186 +/- CONFIDENTIAL



185' SYCARA III



184' SANTA MARIA



183' ALLEGRO



183' ALLEGRO



181' SOUTHERN CROSS III



180' CORRIE LYNN



180' MIA ELISE



175' KISSES



175' MERLIN



175' LITTLE SIS



174' VINYDREA



170' DEJA TOO



170' LADY IN BLUE



168' LEOCRIE III



168' MYLIN



168' INTREPID II



168' ENTERPRISE V



164' MALIBU



163' BARBARA JEAN



163' BRAVEHEART



163' SUSSURRO



163' INDIAN ACHIEVER



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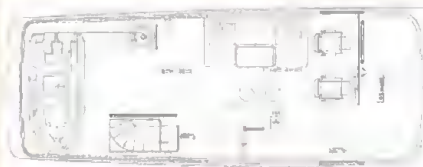
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SPECIFICATIONS

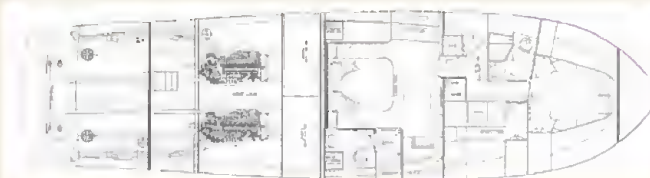
Length Overall	69'8" (21.23 M)
Beam	17'6" (5.34 M)
Beam Overall	17'10" (5.43 M)
Draft	5'-5'5" (1.52-1.65 M)
Fuel Capacity	1,500 gal. (5,678 L)
Holding Tank Capacity	100 gal. (379 L)
Displacement (est.)	75,300 lbs. (34,156 KG)
Generator	Kohler 23kW (Second generator optional)
Power	Twin CAT C-18 Acert @ 1150HP (Additional engine options available)



Flybridge



Main Deck (Lower Helm Available)



Lower Deck

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Hull# 85605 - (AT OUR DOCKS)
2011 85' Ocean Alexander Motor Yacht
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2007 80' Hatteras Also 2005 80' Hatteras Available
Superb Condition
Kevin McCarthy 954-798-0969



Next Venture - Also a 2006 and 2012 available
2011 74' Ocean Alexander Motor Yacht
Arthur Grin 561-758-2799



Still the Same - AT OUR DOCKS
2007 66' Hampton Cockpit MY - Superb Condition
Kevin McCarthy 954-798-0969



2006 65' Marquis - Superb Condition
Kevin McCarthy 954-798-0969



Lady Frances
1998 60' Viking Sport Yacht
Jeff Oliver 954-303-4525



Wanderlust
1994/1995 60' Viking Cockpit Sport Yacht
Jeff Oliver 954-303-4525



Divine
2006 56' Cruisers Express MY
Jeff Oliver 954-303-4525



Partner - (Seller is Ready)
2000 55' Hatteras
Kevin McCarthy 954-798-0969



Satisfaction
1982 54' Bertram Convertible
Robert Krams 305-343-7558



Tropic Ill
1986 54' Bertram Motoryacht
Robert Krams 305-343-7558

Reduced Dockage Rates At Pier 66 Available

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72' 2011 720 Flybridge (In-Stock) - contemporary European design with handmade Italian leather furnishings, select oak cabinetry, Brazilian cherry in salon and granite flooring and countertops.



2011 58' Riviera 5800 Sport Yacht - Volvo IPS 1305 HP, 4 Staterooms, Gorgeous Cherrywood interior, Electric sunroof



Vicem 92' 2008 Classic Cruiser
The flagship of their new Cruiser Series.
In Stock - Lauderdale - Ready for Delivery!
\$4,249,000



62' Merritt/T&D Sportfish - Detroit powered, Excellent condition, Major Price Reduction!
\$599,000 - Gary Smith, CPYB



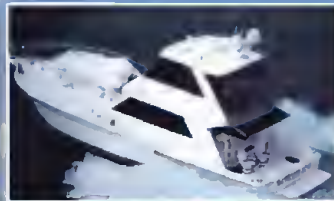
169' Davie & Co. Expedition - Complete New Paint, Many recent Upgrades, Truly turn-key, Economical Cruising and Great crew in place - Gary Smith, CPYB



Vicem 57' 2008 Custom Sportfish
Fish Ready and Fast! Beautiful
In Stock - Lauderdale - Ready for Delivery!
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48' 2005 Silvertown Convertible
Clean, solid, well maintained, and well equipped family fishing machine -
Call Alex, CPYB



2002 48' Riviera Enclosed Bridge Convertible- RARE Twin 800 hp. CAT 3406E diesels. Bow thruster, water maker, much more! Call Doug Mashke, CPYB



2011 43' Riviera Open Flybridge - Newly redesigned hull featuring Volvo IPS 870 HP, 3 Staterooms, Great Fast Ride, Quick Factory Build



42' 2011 Marquis - Open-air salon and adjoining cockpit, Innovative IPS propulsion system delivering an exhilarating ride at speeds in excess of 40 mph.

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80' 1984 Broward PHMY	\$349k
60' 1999 Viking MY	\$539,500
55' 1987 Ocean Super Sport	\$179K
55' 1981 Hatteras Conv.	\$249K
53' 1978 Hatteras Yachtfish	\$229k
51' Sea Ray 510 Sundancer 2002	\$399,000
50' 2002 Hatteras Convertible	\$799K
50' 1993 Sea Ray Sundancer	\$124K
48' 2005 Silvertown Convertible	\$429,900
48' 1988 Ocean SS Conv.	\$249k
47' 2004 Riviera/Welcraft M47 Excalibur	\$199K
44' 2006 Sea Ray	\$299K
43' 2007 Tiara Sovran	\$457K
43' 1997/2011 Sealine 410 Statesmen	\$695K
43' Hatteras MY 1979	\$99,000
42' 2003 Sea Ray Sundancer	\$199K
42' 1987 Grand Banks	\$215K
40' 2004 Formula 40 PC	\$206K

40' 2002 Sea Ray 400 Sedan	\$199K
40' 2000 Carver 406 MY	\$179K
40' 1996 Sea Ray 400 Sedan	\$159K
39' 2000 Mainship 39 Trawler	\$124,900
38' 1988 Ocean SS Conv.	\$109k
37' 2008 Formula PC	\$349,900
36' 2001 Cruisers Express	\$129k
34' 2008 Fountain CC	\$179K
34' 2007 Formula PC	\$169K
34' 2006 Mainship 340 Trawler	\$180K
(2) 34' Sea Ray Sundancers	Starting at \$108,950
34' Pursuit Express 2001	\$149,000
32' 2008 Boston Whaler Cuddy Cabin	\$179,900

OTHER AVAILABLE LISTINGS (Sail):

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50' St. Francis Catamaran 2009	\$874,000
46' 1979 Morgan Custom Sloop	\$99K
43', 40', 35', 32', 31', 26' J Boats	Call
37' Pacific Seacraft Sloop	\$120k
33' 2007 Maxi Dolphin	\$229k



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46M Tri-deck • 35M Tri-deck • 32M Raised Pilothouse



46 Meter Tri-Deck



35 Meter Tri-Deck



32 Meter Raised Pilothouse

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The Vicem 35 Meter Tri-Deck and 32 Meter Raised Pilothouse are now in construction. Both offer 5 staterooms with 2 full beam VIP Guest staterooms.

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A dedication – some say an obsession – to be second to none. This is what motivates Vicem Yachts to build the finest yachts afloat. Now in construction on these fine megayachts, this dedication will assume a physical, floating presence among the most picturesque harbors in the world.

Mulder was challenged by Vicem to create a state of the art design that showcases Vicem's legendary craftsmanship. The results are astonishing: a 46 Meter, 200 ton yacht, powered by twin MTU engines that deliver fast top speeds and efficient ocean-crossing capability at reduced speeds. The interior, by Art-Line Studios, brings a new definition to the word luxury. Her signature open Atrium design provides 45 feet of unbroken, natural lighting. She uses every inch of her 30 foot beam featuring an on deck Master Suite, CEO's office and private gymnasium.

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for more information.

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The Sunseeker 40 Metre Yacht is for those who enjoy independence and extended cruising. Offering blue water credentials, this stunning new addition is designed and built to RINA unrestricted navigation classification. Palatial in scale, the 26-knot, yacht presents ultra-spacious accommodation for up to 12 guests with clever layouts that allow the crew of 7 to move discreetly about the boat. There is a wide choice of cabin configurations, and options include automated balconies to the forward master suite and main deck.

88 YACHT - NEW MODEL



First impressions count and the 88 Yacht does not disappoint. Graceful external lines define this new boat, available with an optional sedan hard-top above the party-size flybridge with bar and optional spa. The foredeck arrangement with table seating, sunpad and optional parasols offer an alternative, more private space. Cruising is up to 350 nautical miles at around 23 knots or, with the largest engine option, up to 30 knots. With the proven hull form, the ride will be comfortable, even in bigger seas. There is a remarkable choice of combinations for guest cabins on the lower deck, from three full-beam double suites to one double forward and four half-beam twins aft.

PORTOFINO 48 - NEW MODEL



Combining space with pace, the Portofino 48 has a remarkable interior plan, with a full-beam owners suite aft with huge windows to either side. Forward, there is a clever VIP suite with double bed that swings apart to create twin single berths. The saloon sits at the heart and enjoys a mix of grain, bold lacquers and deep glass options. The boat's profile is sleek with a long foredeck topped by cantilevering sunpads. The cockpit screen rises in a smooth and neatly engineered radius, behind which is a helm station, wetbar and full dining arrangement. The 48 is already the desired choice of many lucky owners.

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2010 34 METER YACHT - POA



Twin MTU 2,650HP diesel engines, highest specification and beautiful finishes, Navy blue hull, 5 ensuite cabins, offered for limited time, must be viewed.

2010 80 YACHT - US\$ 4 695 000



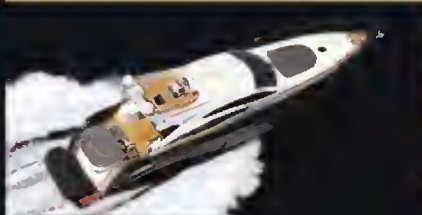
The perfect blend of space, style and performance. 2 x MAN 1,800hp diesel engines, 4 cabins, 4 en suites, high specification and stunning condition throughout

2004 75 YACHT - US\$ 2 300 000



Twin MAN 1300 hp diesel engines, 4 en suite cabins, cherry gloss wood, cream soft furnishings. New exterior teak throughout, antifoul and fully polished 2011!

2010 PREDATOR 74 - US\$ 4 100 000



Huge specification, custom exterior paint and interior furnishings, 2 x 1800 MAN diesel engines, sport fly bridge, tender garage, stunning on the water!

2005 PREDATOR 68 - US\$ 1 395 000



Twin 1300 hp MAN engines, Black hull with cream top sides, aft deck doors, Cherry satin wood, superb maintenance. Excellent performance with awesome lines.

2001 PREDATOR 56 - US\$ 479 000



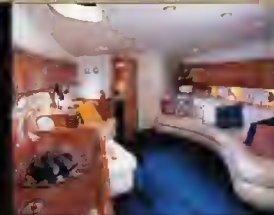
Twin MAN 800hp diesel engines, navy blue hull with cherry gloss wood interior, mid ship master cabin, opening hard top, hydraulic platform, many extras, excellent condition.

2001 PREDATOR 52 - US\$ 1 195 000



Twin 800 hp MAN diesel engines, black hull, custom lighting throughout. Cherry satin wood, 3 cabins, crew cabin. Superb condition and captain maintained.

2005 SUPERHAWK 48 - US\$ 265 000



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98' KNIGHT & CARVER - 1983

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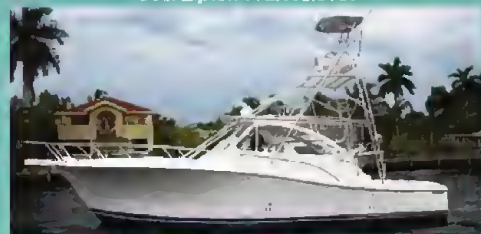
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Roger Cole Tampa Bay 727.460.0228



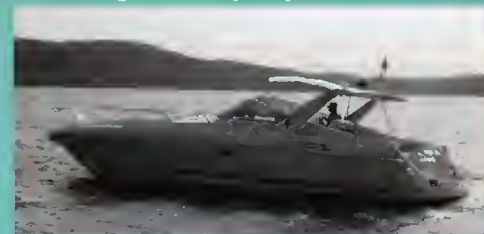
46' HATTERAS - 1979/2007

Total Refit with Mezzanine. C-9 Caterpillar new 2009 with warranties. New genset, Electronics, Interior and much more. Price: \$389,000 - bring offers!
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40' GRANCHI - 1997

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40' EGG HARBOR - 1992

3208 Cat Diesels in water with slip for the rest of the season at Scooner Island Marina Wildwood NJ. Asking \$54,900.
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38' TIARA OPEN - 2003

Plan A interior, 2 NavNet displays, Cummins power, Beautiful condition with only 360 original hours. New listing. For details call:
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38' OUT ISLAND - 2006

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36' TIARA SORVAN - 2004

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36' CRUISERS - 2001

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MARCO POLO 2007 147' TRANSOCEAN EXPLORER - World Class design (Ron Holland)/construction (Cheoy Lee). 2008 SBI award. Elegant owners suite, 3 guest SRs, pro gym. Extreme range. Contact Marty Isenberg (Factory Representative) 954-448-0561.



BRAVO 100' CHEOY LEE CPMY 2007 - Beautifully appointed 4 SRs, on deck master, enclosed pilothouse w/sky lounge, 2 SRs in crew w/lounge. 2X CAT C32, 1,650 HP, 22k cruise, 2X 40kW Northern Lights. Contact Marty Isenberg 954-448-0561.



SALE PENDING

BRAVO 81' CHEOY LEE MY 2002 - Many upgrades, turnkey. Capt maintained in excellent condition. Incredible layout. Full beam master, his & her heads, 2 guest SRs ensuite heads, country kitchen. **OUR TRADE.** Contact Cheoy Lee 954-527-0999.



BRAVO 78' CHEOY LEE 2009 - Capt maintained, very low use - only 290 hours. Spacious Sylvia Bolton interior w/rich Sappelle wood. 3 SRs, crew aft/roomy lounge. 2x CAT C30's, 1,500 HP each, Contact Marty Isenberg 954-448-0561.



BRAVO 78' CHEOY LEE 2008 - Spacious Sylvia Bolton interior w/rich Sappelle wood. 3 SRs, crew aft/roomy lounge. 2x CAT C3412E's, 1,400 HP each, 2x 30kW Northern Lights gens. Contact Marty Isenberg 954-448-0561.



REDUCED

CHEOY LEE 72' COCKPIT MY 2006 - Spacious, 3 SRs + crew. Country galley, 2 helms. Low hours C-18 CATs 1000 HP. Well equipped. Custom fold down arch, air draft 18'6". Impeccable!! Now in South Florida. Contact Marty Isenberg 954-448-0561.



CHEOY LEE 72' COCKPIT MOTORYACHT 2003 - Excellent 3 SR layout with crew quarters, country style galley, "C" rated CAT 3412's, Fish rigged. Captain maintained with low hours. Contact Marty Isenberg 954-448-0561.



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58' Hatteras LRC – Top quality 3 stateroom Long Range Cruiser – Reduced to **\$464,500!**



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47' Grand Banks Heritage EU – Excellent condition, low hours – Reduced to **\$775,000!**



44' Viking motoryacht – Double cabin layout, 21 knot cruise. Reduced to **\$175,000!**



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93 HARGRAVE RAISED PILOTHOUSE

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74 FAIRLINE SQUADRON 2010



2005 VIKING ENCLOSED BRIDGE

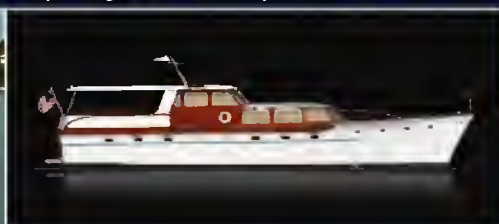
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67 TRUMPY CRUISER

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62 OFFSHORE PILOTHOUSE 2006

Immaculate! Many extras. Call Scott Duncombe



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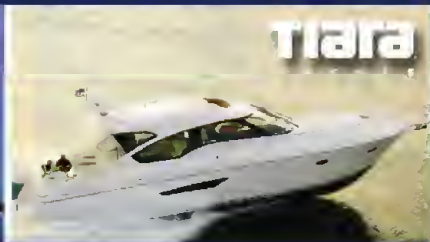
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61' - 58' Viking Sport Cruisers



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58' 2008 \$1,829,000 Matt 850.259.9900

58' Viking



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49' Classic 1983 \$279,000 Larry 850.259.8989

47' - 46' Cruisers



47' 2006 \$499,000 Eric 850.259.3172
46' 2006 \$349,000 Dianne 239.293.5292

45' - 40' Carver



45' 1999 \$210,000 Rick 979.285.5499
44' 2003 \$239,900 Pepe 813.299.5884
40' 1999 \$148,500 Brian H. 850.380.4474

42' Grand Banks



42' 2000 \$425,000 Dan 941.704.1578
42' 1989 \$245,000 Stan 850.596.1645
42' 1977 \$85,000 Mark 850.218.0560

43' - 42' Tiara



42' 2003 \$349,900 Nick 850.830.4474
42' 2004 \$409,000 Ben 850.259.8009
43' 1999 \$219,995 Steve 239.825.6174

39' Tiara



39' 2007 \$399,000 Shane 727.647.5557
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Aluminum semi displacement motoryacht powered by newer 3512B CATs. She was re-delivered in 2006 after a 3 year 14 million dollar refit. 5 suites. Bell Jet Ranger helicopter, zero speeds, etc. Breathtaking interior. Very seriously for sale. Authorized Agent, Jeff Stanley.



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97' HARGRAVE CP MOTORYACHT 2003

4 staterooms in owner's party with 3 staterooms aft for crew! New paint and teak decking in 2010. CAT 3412's, twin gens. Bow thrusters, stabilized, wing controls. Many upgrades that include extensive sound proofing to make this yacht very quiet underway. A great buy at \$2,975,000 ask. Call Paul Baker, Central Agent.



80' CUSTOM CHEOY LEE COCKPIT MOTORYACHT 2006

Enclosed Bridge/Skylounge, full walk-around decks, open aft deck, Country Kitchen style galley, (4) owners cabins + Captain's cabin, upgraded stabilizers with Datum option, bow and stern thrusters. Nicely engineered yacht with a Fexas hull design. Reduced to \$350,000. Call Wayne Cannava, Central Agent.



66' NEPTUNUS SKYLOUNGE MOTORYACHT 2005

Unbelievably spacious, huge master cabin, galley forward on main deck offers gorgeous view, C-30 CATs, speeds up to 30 knots. Impeccable condition, extensively equipped, lovingly cared for. Reduced by \$400,000. Call Jeff Stanley, Central Agent.



70' HORIZON FLYBRIDGE MY 2000

3412 CATs, two gensets, bow and stern thrusters, Horizon trademark wood crafted interior, large aft deck with Euro-transom, bridge and lower helm controls, two staterooms plus crew, three heads – his + her master. Reduced to \$839,000. Call Jeff Stanley, Central Agent.



80' HATTERAS CPMY 1985

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60' BERTRAM CONVERTIBLE 2000

Merritt customized when new with teak package + Bausch tower. CAT 3412s allow 30 knot cruise. Light blue hull, teardrop windows, gloss maple interior with double berth VIP, loaded with gear and ready to travel. Call Eddie Wimbrow, Central Agent.



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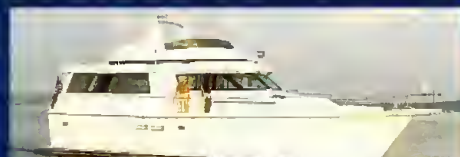
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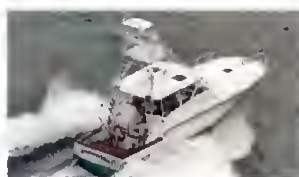
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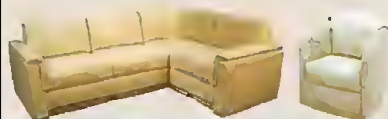
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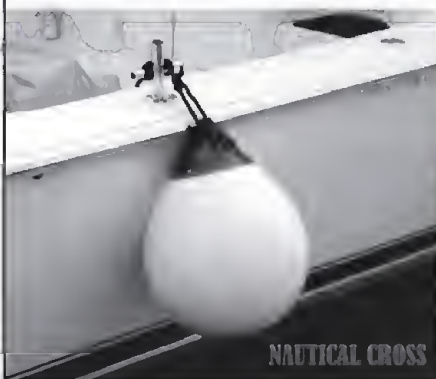
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Advertiser Index

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ADVERTISER	PAGE	ADVERTISER	PAGE
Abeking & Rasmussen	41, 95	Stain-Less Water Filters LLC.....	163
Alexseal	17	Sunseeker Usa Inc	C4, 104
Azimut	15, 96	Walker Engineering Enterprises	81
Benetti	48, 97	West Express Yachts.....	162
Beneteau USA Inc.....	9	Yacht Controller Corp.....	163
Bonadeo Boatworks	28	Yacht Innovations	164
Bradd And Hall Inc.....	163		
Cheoy Lee Shipyards.....	2-3, 98	Brokerage	
CRN.....	21, 99	Allied Marine	126-127
Cruisers Inc.....	25	Atlass Insurance Group Inc.....	128-129
Custom Line.....	23, 100	Bluewater Yacht Sales Inc.....	130-131
Dream Giveaways	69	Bradford Marine.....	123-125
Eartec Porta Phone.....	42	Cheoy Lee Shipyards.....	148
Eastport Yachts	24	Curtis Stokes And Associates.....	149
Feadship Holland	45, 101	David Walters Yachts	150
Festival de La Plaisance Cannes.....	35	Florida Yacht Brokers Association.....	161
Freedom Lift Majestic.....	8	Galati Yacht Sales LLC.....	151
Garmin Intl	31	Gilman Yachts Inc	152
Hampton Yachts Usa	7	Hinckley Co	153
Harbor Freight Tools	167	Hmy Yacht Sales Inc	108-121
Imtra	26-27	Knot 10	132-133
Interlux Yacht Finishes	29	Lazzara Intl Yacht Sales.....	134-135
Intrepid	37	Marine Max.....	154
Kevin Severance Insurance Agency	164	Marlow Marine	136-137
Lurssen Werft.....	33, 102	Merle Wood Associates	138-139
Maestro Yachts LLC	C3	Mid Atlantic Marine Group.....	155
Marlow Marine	C2-1, 103	Northrop Johnson.....	157
Monaco Yacht Show	46-47	Nordhavn.....	156
Monte Carlo Yachts Spa	4-5	Ocean Alexander Marine Yacht.....	140-141
Nautical Cross.....	164	Sarasota Yacht And Ship.....	142-143
Newport Boat Show	39	South Florida Yachts Inc	159
Ocean Reef Club	42	Springbrook Marina.....	158
Prestige.....	19	Sunseeker Florida.....	144-145
Quantum Pure Aire Products LLC	164	Sunseeker Yacht Group Midwest.....	122
RBG Cannons LLC	164	United Yacht Sales	146-147
Riviera.....	43	Viking Sport Cruisers	106-107
Sarnico	12-13	Woods And Associates	160
St Croix Marine Products.....	163		

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AFTER WORD

BERTRAM YACHTS' 50TH ANNIVERSARY WAS ONE HELLUVA PARTY, DESPITE THE WEATHER! TEXT BY CAPT. BILL PIKE

Rain Check?

The human pinball hits Miami! That's what I was feeling like when I picked up a rental car at the airport to drive to Miami's Marriott Biscayne this past April. I was coming

off a couple of long, hard-travelin' weeks, during which I'd racked up a few thousand frequent-flyer miles, rattled through a train ticket, rented a sprinkling of automobiles, tested some boats, and slept in a succession of motley hotel rooms. But now things were lookin' up, what with Bertram Yachts' 50th anniversary bash on the docket for the evening.

Heck! I figured all I'd have to do to participate was glad-hand some folks at Sea Isle Marina behind the hotel (where a bunch of Bertram owners were docking their boats) and then head for the appropriate ballroom, find a chair, kick back, and nod through a speech or two. With any luck, there'd even be food, like, for example, those lovely little crab-stuffed mushrooms that so often grace waterside fêtes these days.

"Yum," I reminisced to myself as a big ol' raindrop whopped the windshield, presaging a veritable April deluge. Uh-oh! Would this put the kibosh on the meet-and-greet behind the hotel, the anniversary's kickoff event? I drove on, envisioning storm-tossed desolation, complete with tattered Bertram flags, slippery docks, and beleaguered Bertram owners, fans, and employees (former and current), scurrying for cover. Dang!

So much for dark imaginings. As I

approached the sign-up tent, two old friends yelled with singin'-in-the-rain gusto, "Hey Bill... Bill Pike." I'd first met Pierre and Anita Pierce at the 1988 Bertram-Hatteras Shootout, a glamorous affair, especially to a young merchant seaman only recently converted to marine journalism. In a blue shirt with *Moppie* (the name given to all Bertram's company boats over the years) embroidered over the pocket, one-time Bertram company captain Pierre raised a glass to the recalcitrant elements

a community of boat owners so super-enthusiastic they made me forget I was wandering around getting wet. For example, having cruised his 25-year-old 33 Bertram Sportfish down from Annapolis for the event, with son Max and friend Dave Decker as crew, Robert Shapiro genially and spontaneously offered: "Come with us for the Bimini start in the morning, Bill. Come on!"

Gerardo Santiago, a Puerto Rican dentist from Naples, Florida, was equally stoked. He virtually begged me to tour his decades-old Bertram 31 *Zero Cavity*, newly painted, refurbished, and repowered with Yanmars à la Florida's "Mr. Yanmar," Richard Mastry of Mastry Engine Center. "Listen, I'm tellin' ya," he proclaimed to Mastry and I while paternally patting his dashboard, "In Puerto Rico, back in the day, Bertram was the ruler of the seas!"

Then there were the Scholls, Tom and Cathy. After maintaining a Bertram 50 Convertible for 18 years in the Keys, they'd recently upgraded to a big, bodacious 570, with a cockpit seemingly custom made for their two highly acrobatic English Labs. "One more time," I laughed as the dogs jumped for biscuits beside the fighting chair.

And the rain? Yeah well, it eventually morphed into an afterthought I guess, along with all my pent-up human-pinball agitations. But I was a tad tired from my travels, so I hit the trail around midnight, with long-time Bertram test-boat driver Sammy James' story about doing 278.43 mph in a top-secret "government boat" still ringing in my ears. James and the rest of the cast of thousands kept right on keepin' on, however. And hey! Nary a rain check amongst 'em! PMY



and grinned indomitably.

But the fun had only begun. Within minutes I felt like I'd been flat-out assimilated into

“I felt like I'd been flat-out assimilated into a community of boat owners.”

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